

Great Britain, &c. IRON STEAMERS.

We have great pleasure in copying from the London papers the following particulars of the trial of the iron steamer *Rainbow*. The *Rainbow* was built and completed for sea by Mr. John Laird, Birkenhead Iron works, and the engines were manufactured by Messrs. G. Forrester and Co. of Vauxhall Foundry, and the result of her trial must be considered highly creditable both to builder and enginer:

"THE NEW STEAMER THE RAINBOW.—A few gentlemen connected with the General Steam Navigation Company yesterday made an experimental trip in their new first class steamer the *Rainbow*. At two o'clock the signal was given, and within a few seconds this magnificent vessel was seen going at race horse pace from her station at Brunswick wharf Blackwall, with all the advantage of a rapid tide down the river. It was said that the Red Rover steamer had sent a challenge to the *Rainbow*, and some anxiety was manifested for the result, as the speed of that vessel is well known; but the Rover did not leave her moorings, and the new competitor for fame had to look out for some other crack boat with which her strength could be measured. Fortunately for the desired experiment, the *Vesper*, Gravesend steamer, the fastest boat on the river, came by with her usual rapidity and after five minutes had elapsed on finding that the Rover would not move, it was determined to try what could be done against the eclipse of the Pool. The *Vesper*, having a good start, gallantly maintained her advantage to the last, and though she lost one minute in landing passengers, the *Rainbow* could not give her the go-by. The *Rainbow* however diminished the distance so rapidly in the race, that she passed the pier at Gravesend just as the *Vesper* cleared the jetty. The whole distance was done in an hour and twelve minutes, and though the *Vesper* had five minutes' fair start, she had but one minute's precedence at the pier. The rapidity at which the two steamers came down with the tide may be imagined from the fact that the distance from the wharf to the pier head is calculated at 23 miles, and we believe that in reality it does exceed 20. After seeing the *Vesper* safe into port, the *Rainbow* continued her voyage down the stream, until meeting the *Emerald*, from Boulogne, coming up with as much preference as if the river was her own, it was resolved upon to go about and see what could be done with the crack boat of the French station. The superiority of the *Rainbow* was manifested after a short struggle, and the *Emerald* had the mortification to labour under a cloud of her rival's smok; but then it must be admitted that the Frenchman was deeply laden, his deck encumbered with passengers; while the *Rainbow* had scarcely any ballast on board, and floated like a cork on the water. No sooner was that trial over than a formidable enemy came in view. The *Comet*, Gravesend steamer, left the pier just as the *Rainbow* passed it, and a contest immediately arose which was maintained with undiminished ardour until both reached Blackwall. The *Comet* is one of the fastest river boats, but she had the mortification to see the *Rainbow* beat her in gallant style, and there was a clear advantage in favour of the latter of twelve minutes from Gravesend to Brunswick wharf. The return home was made against the tide, but a first rate pace was preserved throughout and it was admitted by every person on board, that either with or against the stream a more perfect steamer could not be constructed. The *Rainbow* is 600 tons burthen, with 180 horse power, light and elegant in her appearance, and quite a model of beauty from stem to stern. From some peculiarity in her construction, there is none of that tremulous motion felt which is so annoying in ordinary steamers; and it is most remarkable how little back water is made from the wheels. It is not yet determined on what station she is to be placed; but wherever her destination may be, it must be admitted that for gracefulness of shape, solidity of construction, and extraordinary speed, the river Thames has not as yet seen her equal."

"The above description, which we borrow from the *Morning Post*, is so spirited and accurate that we can add but little to it. The result of the experiment of yesterday proves the *Rainbow* to be the swiftest steamer in the river, and this without the sacrifice of either grace of form or solidity of construction. The *Vesper* was full a mile ahead when the *Rainbow* started from Blackwall, yet the former reached Gravesend only one minute before the latter but it was on returning, and when going against the tide, that the *Rainbow* displayed her admirable qualities to the greatest advantage. She fairly shot by the *Emerald*, and completely ran away from the *Comet*, the latter boat passing Blackwall only twelve minutes after the *Rainbow* had been fairly made fast to the wharf. The *Rainbow* is 212 feet long from stem to stern, her beam measures 27 feet, and her tonnage and power are as stated above. Owing to her great length, she will require much care when turning in a narrow channel. This manœuvre was admirably effected yesterday. At eight minutes before two she started from Dogsbay's Hole, and at three minutes after three she passed Gravesend Church, having run with the tide, a distance of about 22 miles in one hour and eleven minutes—a degree of speed which we believe has never been equalled even by the most rapid of the American steamers. At Lower Hope Point she turned, and was again abreast of Brunswick wharf, Blackwall, at a quarter before six."—*London Courier*.

Profitable Trip.—The Great Western left New York on Monday, with ninety one passengers. The rates of passage in this ship, are, for berths in the main saloon \$163.33; in other parts of the vessel \$140. Now averaging the whole at \$150, which we should think nearly correct, the receipts from this trip are thirteen thousand six hundred and fifty dollars! She also carries about one hundred tons of merchandise and about 5000 letters.

The Queen and Temperance.—E. C. Delavan, Esq., of Ballston Centre, Saragota County, State of New York, addressed a letter to the Queen, accompanied by a present to Her Majesty of Mr. Sargent's Temperance

Tales. The following is a copy of the Queen's reply to Mr. Delavan's letter:

"St. James's Palace, January 8.

"SIR,—I have had the honour to submit your letter to Her Majesty, and have sincere pleasure in being able to inform you that the Queen has very graciously been pleased to acquiesce in the request therein expressed and to accept of the four small volumes of Temperance Tales which accompanied it. Her Majesty at the same time was pleased to command me to convey to you the expression of her entire satisfaction at this mark of your attention.

"The subject, indeed, would not fail to create great interest. The efforts which are now making, both in America and this Country, for the suppression of the besetting sin of intemperance cannot but meet with Her Majesty's approbation; and I think it will be gratifying to you to know, that those passages in your letter which relate to your residence in England and the effects likely to be produced here by an abandonment of this pernicious vice are fully appreciated, and more particularly that passage which assures Her Majesty, that your fervent prayer is, that England the land of our forefathers, may experience her full share of the benefit of this great reformation."

"Your most obedient servant,
"J. H. GLOVER,
Her Majesty's Librarian."

JAMES PUTNAM.
James Putnam, Esquire, whose decease took place recently in London, was a native of Worcester. His father, James Putnam, long resided in this town, was an eminent barrister at law, Judge of the Court of Admiralty before the Revolution, the last Attorney General of Massachusetts, under the Royal Government, a Member of His Majesty's Council and Justice of the Superior Court of New Brunswick, from the organization of that Province, in 1784, until his death, October 23, 1789.

Mr. Putnam graduated at Harvard College in 1774. Soon after leaving the university, the troubles preceding the war of Independence commenced. His friends and connections had received honors and offices from the Crown, and espoused the party of the King with zealous loyalty. About two months before the memorable march to Lexington and Concord, he removed to Boston, where his family had previously taken refuge. In the following October, five companies of volunteers were formed under the command of General Timothy Ruggles. Mr. Putnam served in one of these corps, with the rank of Lieutenant, during the siege. When the British abandoned Boston, in March 1776, he accompanied the troops to Nova Scotia, and thence went to New York. Attached to the Commissary General's Department, he was present at the capture of Charleston, in 1780. After the southern campaign was ended, he became Commissary of the Board of Directors of the associated loyalists, of which General Ruggles was presiding Officer. When this Board was dissolved, he received from Sir Guy Carleton, afterwards Lord Dorchester, then Commander in Chief, the appointment of Deputy Barrack Master General, exercising the duties of head of the Department, over an army of 30,000 men, from Florida to Nova Scotia.

When hostilities terminated between Great Britain and the United States, by the peace of 1783, he was ordered, with a division of the troops, to Nova Scotia. For several years from 1785, in addition to his military post, he represented the county of Sidney, in the General Assembly of the Province. In 1794, the Duke of Kent, father of Queen Victoria, arrived in America, after an active and successful campaign in the West Indies, and took the command of the forces. The elegant manners, amiable disposition, and capacity of Mr. Putnam, attracted the notice, and secured the favor of that distinguished personage: the acquaintance which was formed, ripened into warm patronage, and led to intimate personal relations. On the recommendation of the Duke, he was commissioned Marshal of the Court of Vice Admiralty, a place retained nearly forty years. Through the same powerful influence, the lucrative office of Barrack Master General of all the Provinces, was bestowed upon him.

In August, 1800, Mr. Putnam, accepted an invitation to visit England, as the companion of his patron. During the following spring, having been in military life twenty five years, he retired from service on half pay, and for some time was attached to the household of the Duke.

Mr. Putnam was born in Worcester, November 16, 1754, and died in London, March, 1838, aged 84 years.—*Worcester Egis*.

United States.

From the National Intelligencer.
IMPORTANT OFFICIAL PAPERS.

The following Message from the President of the United States was communicated to the House of Representatives on Wednesday last:—
To the House of Representatives of the United States.

I transmit, in compliance with a resolution of the House of Representative of the 11th instant, reports from the Secretaries of State, Treasury, and War, with the documents referred to by them respectively. It will be seen that the outrages committed on the steamboat *Sir Robert Peel*, under the British flag within the waters of the United States, and on the steamboat *Telegraph*, under the American flag, at Brockville, in Upper Canada, have not been followed by any demand, by either Government on the other for redress.

These have been, so far, treated on each side as criminal offences, committed within the jurisdiction of tribunals competent to enquire into the facts, and to punish the persons concerned in them. Investigations have been made, some of the individuals inculpated have been arrested, and prosecutions are in progress, the result of which cannot be doubtful. The excited state of public feeling on the borders of Canada, on both sides of the line, has occasioned the most painful anxiety to this Government. Every effort has been and will be made to prevent the success of the design apparently formed and in the course of execution by Ca-

nadians, who have found a refuge within our territory, aided by a few reckless persons of our own country, to involve the nation in a war with a neighbouring and friendly Power.

Such design cannot succeed, while the two Governments appreciate and confidently rely upon the good faith of each other in the performance of their respective duties. With a fixed determination to use all the means in my power, to put a speedy and satisfactory termination to these border troubles, I have the most cordial co-operation of the British authorities, at home and in the North American possessions, in the accomplishment of a purpose so sincerely and earnestly desired by the Government and People both of the United States and Great Britain.

M. VAN BUREN.
Washington, June 20, 1838.

A number of Documents accompanied the Message, the contents of which may be generally inferred from the Message itself. The following Report from the Secretary of War, however, is of sufficient consequence to be separated from the rest for publication.

Department of War, June 19, 1838.

SIR:—In relation to so much of the resolution of the House of Representatives of the 11th inst. as has, by your direction, been referred to this Department, I have the honor to state that, on the receipt of intelligence of the destruction of the British Steamer *Sir Robert Peel*, orders were immediately issued to the commanding officer at Fort Niagara, to detach a portion of his forces to Sackett's Harbour; and shortly after, the disposable recruits at New York and Fort Monroe were ordered, part to strengthen that post, part Plattsburg, and part to Swanton, on the Vermont frontier; at the same time, measures were taken to employ a steamer, to be manned with a competent military force, for police purposes, on each of the lakes Erie and Ontario.

The Department have subsequently received information, communicated by the Governor of the State of New York, that the disturbers of public order had taken refuge on a portion of the Thousand Islands, situated within the jurisdiction of the United States, where they were collecting arms and munitions of war, and engaged in fitting out hostile expeditions against Canada. Major General Macomb was despatched to Sackett's Harbour, to take the command of the forces on the Northern frontier, with instructions to take prompt and vigorous measures to maintain our treaty stipulations, and to execute the laws of the United States; and especially to lose no time in directing operations against the lawless men who for the avowed purpose of committing depredations upon the territory of a friendly Power, have stationed themselves on the islands in the river St. Lawrence. The General has been since advised to station a guard of regulars at each of the ferries on the river, and at each port of entry on the lakes, in order to protect the persons and property of the subjects of Her Britannic Majesty from any further outrage; and there is reason to believe, from the character and well earned reputation of that officer, that he will carry these instructions into effect to the extent the limited force under his command will permit, with promptness and energy.

With regard to "the concentration and movement of foreign troops on the Northern and Northeastern frontiers of the United States," the Department is not informed that the regular troops of Her Britannic Majesty have as yet, been stationed along the frontier, as is believed to be the intention; that service appearing still to be performed by the volunteers and militia of Upper and Lower Canada—a force estimated by competent judges, at about twenty five thousand men. The regulars now in the Canadas are ten regiments of the line, of six hundred and fifty men each, to be carried up to fifteen regiments; two battalions of guards, eight hundred and fifty men each; two regiments of cavalry, each of three hundred men.

In New Brunswick and Nova Scotia, the regular force consists of five regiments of the line, of six hundred and fifty men each. It is presumed that the usual proportion of artillery will be attached to the regular forces in these colonies, and in the Canadas, making an aggregate regular force of between fifteen and sixteen thousand men.

Very respectfully, Your most o'bt servant,
J. R. POINSETT.

To the President of the U. S.

NEW YORK, JUNE 22.

NORTH EASTERN BOUNDARY.—The Bill as reported by the Committee on Foreign Affairs, relative to the survey of the North Eastern Boundary, came up as the regular order of the day.

Mr. Clay was entitled to the floor, and addressed the Senate at some length on the merits of the question. Mr. C. during his remarks said he had been pleased with two things which had manifested themselves during this discussion:—the first, the general sentiment that our claim to the disputed territory was a just claim, and one which should be enforced; and the second, the general wish that the amicable relations between Great Britain and the United States should be maintained. In both sentiments he most heartily concurred. He acknowledged, however, that his fears were sometimes excited relative to the latter wish, which was one near his heart. The demands of Great Britain were some of them so extensive and many of them so unjust and unwarranted, that such a condition of things often seem impossible.

Mr. Clay then glanced cursorily at the character of our claim, and spoke with full knowledge of the facts in the case, and as an actor in many of the discussions identified with this question. He spoke briefly of the boundary in dispute—the lines of demarcation—the character of the claim—and the conduct of the British Government, which he thought altogether unjust and unwarranted. No Englishman of honor, he said, would set up such a claim as that set up by the British Government, and in a court of justice no man would present such a claim, unfounded in fact, unfounded in treaty, unfounded in justice, and unfounded in the repeated acknowledgments of distinguished representatives of the British Government, both before and after the treaty of 1783.

Mr. Clay hoped the day would be long put off when the United States would cease to be at peace with Great Britain, and yet it would not and ought not long to be put off, unless Great Britain would listen to the just and long neglected claims of our Government.

Mr. Clay was followed by Mr. Buchanan, who made some few remarks upon the merits of the question, and in reply to Mr. Clay.

Mr. Buchanan advocates the defeat of the Bill proposing the survey of the disputed territory.

Mr. Clay proposes its reference to a select committee, with instructions to make a lucid report for the information of the country generally.

Mr. Davis of Mass. followed Mr. Buchanan, and spoke warmly and eloquently in defence of the claims of Maine and upon the merits of the question.

Mr. Wright said a few words, when the Bill was ordered to a second reading.

The question then came up on the proposed reference to a committee.

Mr. Williams of Me. moved its reference to a select committee.

Mr. Wright moved its reference to the committee on Foreign Affairs.

Mr. Davis and Mr. Williams said it was folly to refer a bill to a committee hostile to the measure.

Mr. Calhoun was in favour of the reference to the committee of Foreign Affairs, but clearly he said, in favour of the justice of our claims.

Mr. Rives was in favour of the reference to the committee of Foreign Affairs, which, after some further remarks was ordered by a large majority.

Correspondence of the Journal of Commerce.

WASHINGTON, Wednesday, June 20th.

NORTH EASTERN BOUNDARY.—The motion of Mr. Williams of Me., to bring in a bill for the survey of the North Eastern Boundary of the United States, according to the Treaty of 1783, was taken up for discussion. The State of Maine, impatient of the delay of the government in this matter, passed a law at the late Session, for the survey of the line, under her own authority, unless the United States would survey it. The administration is opposed to the measure as harsh and unnecessary at present. They are engaged in a negotiation with Great Britain on the subject, which may, but probably will not, result in an acknowledgment of our claim. But the negotiation, at its present stage, cannot be aided by this measure. If the measure is intended merely to assert our rights to certain limits, that can be done as well by legislative declaration, as by an actual tracing of the line. Mr. Webster says, let the survey be made, in order that we may know, and that the world may know, what we claim. But, on the other side, it is said, the measure will be justly offensive to Great Britain, and, if we wish to obtain possession of the territory without a war, we must not proceed by harsh measures. Mr. Calhoun said there was no object in running the line unless we meant by it to assert our claim and to signify our intention to maintain it. If this was our purpose we should commence the survey with the aid of fifty thousand troops. Great Britain would not regard the measure as a pacific one. It would exhibit an intention to do by force that which we are now professing to seek by negotiation. He expressed his deliberate conviction that our claim was a just one, and that it ought to be maintained. He said, too, that the line of the treaty could be asserted on paper as well as by the Surveyor's marks. The treaty of 1783, was plain. It carried us to the Northwestern angle of Nova Scotia. It gave us a line from the St. Croix, where the monument was placed in '94, due North to the Highlands, from which the waters flow towards the St. Lawrence. There was no difficulty—no obscurity about this claim, and he was willing to assert it as strongly as language would enable us to do, by a Resolution. This resolution, if unanimous, would strengthen and identify our cause more than any course. He would not pass the bill. It would be viewed even by our own people as an unnecessary measure. It would be supported by the part of the country immediately interested, and opposed by other portions of it. It precipitated us into a war, as he believed it had a tendency to do, we should go into the war with divided counsels. Mr. Rives took a very similar view. He opposed the bill, but was willing to assert and maintain our claim, which, he said, he viewed as the claim of Virginia and of Kentucky as much as of Maine. Mr. Rives however was also decidedly adverse to the passage of the Bill, but in favor of sustaining our claims even at the hazard of a war. He marked that if the report spoken of should be developed upon him as the Chairman of Foreign Relations, he would do his best to assert our right to the boundary claimed by us in the strongest manner. Not a single Senator, it appears, entertains any doubt about the justice of our claim, and much as they all deprecate a war with Great Britain, no one has intimated an unwillingness to bring it to that arbitration, in case it can be, in no other way, settled.

Mr. Clay did not insist upon the passage of the Bill at this Session. He wished it to lie over. But he recommended that the Bill be referred to a Committee for the purpose of having upon it a clear, condensed, and decided report, not too long for general perusal, and so plain that every man in the country might understand, if he chose, the whole merits of the case. Such a report, backed by a unanimous resolution of the senate, would, he thought, greatly strengthen the hands of the Executive in the negotiation.—It would exhibit the validity of our title, and the want of equity in the pretensions of Great Britain;—and it would, he trusted, enable the President to keep the peace at home and abroad. It would enable the people, who were to bear the blunt of the war—if war we must have—to see its causes and foresee its consequences. He read a letter from an eminent member of the British Parliament, whose name he withheld, but with whom, he said, he occasionally corresponded, in which this subject is alluded to. This correspondent says, a war ought, for many reasons affecting the kindred races themselves and mankind at large, to be regarded as the

greatest calamity that could befall the two countries. In this language he expresses the sentiments of every one in that country. As a proof of this, he refers to the unanimous disposition there to acquit the Government and people of the U. S. of all participation in Canadian troubles. They would regard a collision with the United States almost in the light of a civil war, and not to witness a similar manifestation on the part of our Government would be to them a source of surprise. Most heartily, said Mr. Clay, do I reciprocate these sentiments, and I feel assured, that it is equally the case with every one. If we are, as I fear we are, in the neighbourhood of a war with Great Britain, on account of her pretensions, how can we better guard against the calamity than by making both parties understand the nature of the controversy—by letting the British people themselves see that the pretensions of their Government are unjust, that we contend for limits which were acknowledged to belong to us in 1782, in 1783, and in 1814.—Great Britain is an imperious nation, but she is also just and prudent; and it would be impossible for British equity to persist in such unfounded claims. But, if she will persevere, then let our own people be strengthened in their cause. Let them see what are the rights for which they have contended in peace, and which they must maintain by war.

Mr. Davis seemed to view the matter in a less serious light. He thought the claim had been neglected by our Government, and that we had but to assert it in order to secure all our rights. Great Britain, he said, was willing to humbug us, but if she found us in earnest, she would immediately relinquish her pretensions. If the Report spoken of should be agreed to, and the proposed survey made, he had no doubt that Great Britain would give up possession of the limits claimed by us.

The Bill was introduced, and referred to the Committee on Foreign Relations. It is understood that the Bill will not be reported, but that Mr. Buchanan will make a Report concluding with a Resolution asserting our claim.

On the forgoing important discussion the *New York Albion* observes:—

The remarks made by Mr. Clay in the Senate, on the Northeastern Boundary question, will strike the reader as being very warlike, and in a tone that was little expected from that Statesman. A British Officer of some distinction, who happened to be present, was struck with the unfriendly manner of the whole discussion. Not long since, Mr. Webster, in the same assembly, uttered somewhat similar sentiments. Both gentlemen seem to think the land in dispute worth the risk and cost of a war—bloody and obstinate as that war most certainly would be. Both gentlemen also, seem to take it for granted that the territory in controversy is positively American; and Mr. Clay went so far as to state, that the British Commissioners at Ghent were aware of this, and admitted the fact;—strange then that he should have affixed his signature, at the same moment, to a treaty that made it a matter of doubt.

To the lovers of peace this spectacle of two rival candidates for the Presidency raising their voices for war—unless a treaty with a friendly power be executed as they demand it shall be, and all the territory in dispute surrendered—is sufficiently appalling, and will, we fear, have the effect of checking the flow of British and other European capital into this country, unless we admit what has been asserted in two or three quarters, that the speeches in question were made for special and local purposes.

The Government, however, are fortunately more moderate. A new commission will be appointed to make a new survey in order to ascertain if any new light can be thrown on this obscure question. It will afford an opportunity to the people of Maine of proving their statement, that the line in question can be easily designated whenever the two Governments engage in the task with a sincere desire to effect it. The following letter from the Secretary of State to one of the Senators of Maine, shows the present state of the negotiations as far as they are known.

DEPARTMENT OF STATE, May 26, 1838.
SIR:—I have had the honor to receive your letter of the 24th instant, and to state, in reply, that, from the negotiation to which the British Government has been invited, the President anticipates the establishment of a joint commission with an umpire whose power will be restricted to the purposes of exploration and survey only, without authority finally to decide upon the rights of the parties, as contemplated in the original American proposition. The suggestions that have been made on either side with respect to the mode of constituting that commission, the principles upon which it is to act, and the instructions to be given it, are all to be discussed and decided upon as justice between the parties and their respective rights shall be deemed to require. The object of the President in offering to make such arrangement, as you will see by my note to Mr. Fox, of the 27th April last, is to test the correctness of the opinion of the State of Maine, "that the line described in the treaty of 1783, can be found and traced whenever the Governments of the United States and Great Britain shall proceed to make the requisite investigation, with a predisposition to effect the desired object."

I have the honor to be, Sir, your obedient servant,
JOHN FORSYTH.
To the Hon. Ruel Williams, U. S. Senate.

From the Boston Daily Advertiser and Patriot of June 21.

The Prince de Joinville, lately promoted to the naval rank of Captain of Corvette, on Tuesday afternoon took the route of the Providence and Stonington Rail Roads and returned to New York, where he must have arrived at 6 o'clock yesterday morning, having left that city at 6 on Monday afternoon. He will, therefore, be able to report, that he left New York with his suite, made the tour of Connecticut, Massachusetts and Rhode Island, viewing all, it is to be presumed, which he wished to see in the three States—passing twice through the State last named in its largest dimensions—remained six hours in Boston and vicinity, in the day time—visited the principal establishments, and the Navy