

Having progressed thus far in the inquiry, and produced the above results, the writer has been induced to pause, to doubt the evidence of his senses, and to doubt the figures. He has carefully re-examined his calculations, and can find no error, and if there be an error, it must be in the estimate of the quantity of fuel consumed in the district. In ascertaining this fact, he solicits the aid of his fellow-citizens. His object is to come at the truth, and for this purpose he has ventured to set on foot this inquiry.

But, let it never be forgotten, that the data on which the foregoing calculations are predicated, is the present population of the District of Columbia, about 33,000, and that it is confined to the article of fuel alone. If the estimated quantity should be found too high at present, will it not be as much too low, when this navigation is completed, and when the city assumes the character of a business, and its situation of rivers, and which it will contain as soon as this improvement is completed?

But, will the usefulness of this navigation be confined to the transportation of coal? Surely not. This will form but a solitary, perhaps a subordinate, item in the scale of its usefulness. There will be scarcely an article found in the market of the district that will be reduced to the same proportion. Flour, wheat, corn, rye, oats, barley, whiskey, and in short, all the agricultural products of the fertile upper country, will be brought to the district, and sold at prices reduced in proportion to the facilities afforded in reaching market. In other words, the farmer will find himself, when using the canal for the transportation of his produce, and on the score of expense, on an equal footing with the farmer within four miles of the city of Washington, and who has to use a wagon and horses for the same purpose.

This disparity between land and water carriage is, on a slight view, scarcely to be credited, but every man may easily satisfy himself of the fact. Let but the strength of a line be applied to a boat loaded with many tons in still water, and it will move; and, when once put in motion, the strength of a sewing thread will keep it under way. Farther to illustrate this subject, and remove all doubts, let us suppose a boat loaded with forty tons at Cumberland, say distant from Washington 20 miles; this boat is moved, at the rate of 20 miles per day, by a single horse, and arrives at Washington in 10 days; a man and boy are the necessary attendants. Let us estimate the services of the man, boy, and horse, at \$2.50 per day, the transportation of 40 tons will cost, at the rate, 25 dollars. On the other hand, let us examine the expense of transport, on land, of the same weight, the same distance, and suppose also the journey to be performed in the same time; 40 tons will employ 20 wagons, with six horses to each, and each team hauling something more than a ton a day. Taking each team at an expense of five dollars per day, the whole teams employed, for ten days, would cost 1300 dollars. Thus, we say, at 1300 dollars to 25, is 200 miles to 4; the distance being thus diminished, as to the expense produced by the use of canals. For instance, to transport the 40 tons proposed, 150 horses, each worth 100 dollars, must be used, this employ a capital of 15,000 dollars, vested in perishable property.

Thus, the fact is established, that the City of Washington, if the canal was complete, would, instead of drawing her support from the unproductive neighbourhood around her, bring to the distance of that neighbourhood the whole fertility of the upper country for 200 miles, and placing her commercial capital and resources within 76 miles land carriage of Brownsville, on the Monongahela river. This is no delusion, but a matter of fact. Brownsville, by the national turnpike, is 72 miles from Cumberland, and has been demonstrated that the distance from the city to Cumberland, by the canal, is but equal to four miles of land carriage. Thus, by an expenditure of two millions and a half of dollars at most, we have approximated the cost of the general government, and the ties of the ocean, within 76 miles of the navigation of the Ohio, one of the noblest rivers in the world, and even this distance may be reduced to 43 miles by a lock navigation on the Youngbush river, which empties itself into the Monongahela river 13 miles above the city of Pittsburgh, and 43 below Brownsville. This river is crossed by the national turnpike 30 miles from Cumberland, and a survey of this point to the town of Conestoga, where its waters are gentle, and it is believed it can be improved by a lock and canal navigation for little more than half a million of dollars.

This done, the whole distance from the City of Washington to Pittsburgh would not be equal to fifty miles land carriage. And here, let me observe, that the improvement of the Potomac be completed, and the distance to Brownsville from this place reduced to 76 miles of land carriage, the whole surplus productions of West Pennsylvania and Virginia, with much of the state of Ohio, will find their market at the City of Washington.

By the returns of the marshals in 1810, it will be found that, in the western counties of Pennsylvania, and that would use this navigation, there were manufactured 371,436 barrels of flour, and 2,727 barrels of whiskey. By this statement, the public will be enabled to judge of the vast importance of this navigation, more especially when they compare the products of a few western counties in Pennsylvania with the vast fertile country east and west of the mountains, to be accommodated. To satisfy ourselves that the produce of the western country would find a market here, it is only necessary to attend to a few facts. The price of freight on a barrel of flour taken to New Orleans from any point on the Ohio, within 20 miles of Pittsburgh, is \$1.25 cents, and this at the risk of the owner. Beside this, the distant trader finds an uncertain market after having travelled 200 miles to reach it; for, his more fortunate countrymen below in Kentucky, Tennessee, Indiana, &c. get a thousand miles, perhaps, the start of him, and he finds a glutted market where he arrives. His flour, by the heat of the climate, is spoiling on his hands, and pestilence and disease are staring him in the face. Thus embarrassed and alarmed, he sells his flour for what he can get, and makes the best of his way home. Under these circumstances, is there any doubt of securing the trade of a great portion of the western waters? The barrel of flour will be brought to Washington from Brownsville

formed without having seen this statement, is, that the article of coal alone will pay good interest on the whole cost of the canal, for about a dollar, or at most \$1.25 cents a barrel, on the former estimate of 76 miles land carriage, and including a 74 cents toll on the canal? If further confirmation be wanted of the preference that must be given to this market, it is furnished by the fact that, since the improvement of the Pennsylvania and Maryland roads, thousands of barrels of flour have been taken to Philadelphia and Baltimore from Pittsburgh, and that upon roads far inferior to the National Turnpike for near 30 miles, and for every mile of which a heavy toll was demanded. But, the farther we pursue this subject, the more we shall become interested in its magnitude and importance. The limits of a newspaper publication can do it but little justice, and I only add to the list of articles already mentioned, that of lumber, the demand for which will increase as the city improves, and may be supplied, by the canal, from the forests of white and yellow pine in the Allegheny mountains, and near Cumberland. The average price of first rate inch pine plank in Pittsburgh, and on the Ohio river is five dollars per thousand, and it has often been sold for a much less sum; this plank is floated some hundred miles by the waters of the Allegheny river. In the District of Columbia, plank of the same quality could not be had for less than four times that amount, although it is not contended that lumber can be transported on a canal with equal facility and cheapness, as on a river like the Allegheny, yet there can be little doubt that the price of this article might be reduced one half in the district by using the canal, and the same reduction in the price of lime, and many other articles.

Let it now be recollected that the foregoing calculations of profits and advantages to be derived from the canal navigation is founded on the supposition that, when the boat discharges its load at the city, it is to return empty. But, will this be the fact? By no means. The return loads, if not of equal weight, will be of greater value. Let the improvement be once completed, and the merchant will supply the western country with the produce of the district. Mercantile capital has found its way into every corner of the habitable globe, and selected the spot where its employment was found most profitable; and what repulsive quality can be found at the seat of the general government to forbid the approach of mercantile capital? On the contrary, will not such characters be invited thither, who the executive officers continually reside, and where, in the members of Congress, the wisdom and intelligence of the nation is concentrated, the settled residence of foreign ministers, and the resort of travellers distinguished from all parts of the world? Where could the merchant find a spot so well situated, or where he expect to obtain, with equal facility, the commercial and political information necessary in mercantile pursuits?

But, articles of mere merchandise are not the only ones necessary for the western trade. The list of other articles is an extensive one, but we shall only notice those of fish and plaster of Paris. The demand for these articles is, at present, great, and will constantly increase with the improvement of our country. The supply of fish within reach of the city is inexhaustible. Besides the fisheries of the Potomac, its bays and inlets, the earth cannot furnish a fish pond like the Chesapeake. Here, a supply equal to the demand can be obtained in a barrel of salted fish will be obtained at Brownsville, using the canal, for one dollar and twelve and a half cents freight, which added to the prime cost, will reduce the present price at that place more than one half; and, as all the waters of the Ohio river furnish a scarce supply of fish, and those that are always used while fresh, the quantity necessary to supply the demand of the western country would be immense. Let us stop here and review the ground we have occupied.

The entire cost of this lock navigation, has been stated at two and a half million of dollars. The saving to this district on the article of fuel alone, would discharge the debt in less than ten years. Other articles of consumption have been noticed, on which a like saving would be had, and that it were possible to ascertain their exact amount, would, in a single year, be equal to half the expense of the canal, and in profits secured by the sale of merchandise, fish, plaster, &c. which would be purchased here, and sent by means of the canal to the West.

In short, the more the subject is examined, the stronger will our convictions be of the benefits that would result, not only to the District of Columbia, but to a vast surrounding country, if the lock navigation were completed. And, should any consider the foregoing calculations too high, let them be reduced, and profits thrown away with both hands, still enough will remain, by the most unfavourable estimate, to convince the most incredulous sceptic of the practicability and usefulness of this undertaking.

For the Bella Air, Bond of Union, May 3 SEVERE FROSTS. For the last three or four nights, the frosts have been so severe with us, as to destroy almost all the fruit of every description. We have heard some of our farmers assert, that there would not be 20 bushels of peaches in all Harford this present season. On Tuesday morning, the ground was frozen quite hard; and, in general, appears to be blighted or at a stand, except that of the winter grain, which we are happy to perceive, looks more promising than it did last year.

Extract of a letter from Albany. A CAUCUS. Of a portion of the members of the Legislature, about 115 of both houses, was held here on Monday evening. The object appears to have been the expression of some thing like a consensus upon the subject of the canal, which has either been appointed by or indirectly nominated Mr. Clay, or Mr. Adams, and to recommend a nomination for the Presidency by a Congressional caucus Mr. Clay's friends, the Speaker, Mr. Lynch, and some others did not attend. An intelligent and independent member states, that the number present, one third of the members at least are favourable to Mr. Adams. N. Y. paper.

BALTIMORE SUSQUEHANNA CANAL. Judge Bland, George Winchester, esq. and John Patterson, esq. have been appointed by the Governor and Council of this state, commissioners to survey the route of a canal from Susquehanna river to Baltimore.

BALTIMORE & POTOMAC CANAL. Mr. Howard, Col. A. Fenwick and William Price, esq. have been appointed by the same authority, commissioners to survey the route of a canal from the Potomac river to Baltimore.

From the New York American. BANK OF THE UNITED STATES. We do not recollect to have seen in our city papers any notice, other than a very brief one in the reports of the legislative proceedings, of a resolution on the subject of the National Bank, which passed the House of the Legislature during their late session, and which will probably attract much attention in other states, and will have no small weight in completely putting at rest a great question of public policy.

At an early period of the late session, a resolution of the legislature of Pennsylvania passed, in which the Executive was authorized to the Constitution of the United States, limiting the power of congress in incorporating banks hereafter to the District of Columbia, and prohibiting all branches in the several states, was received and referred to the standing committee of the assembly on amendments to the constitution of this state and the United States.

Mr. Martin Lee, of Washington county, the chairman of that committee, may be candidly and able, though brief report, after summing up the chief objections, which have been raised against the National Bank, and allowing its full weight to the consideration of the advantages which such an institution would afford under the laws of the United States, and the consequences beyond the reach of their control, proceeded to state the strong grounds of public convenience and even necessity for its establishment, and concluded by expressing the unanimous opinion of the committee that they do not resist the conclusion that the dignity, the welfare, and the permanency of the government, require the adoption of the proposed amendment, and submitting a resolution non-concurring with the state of Pennsylvania in her proposition. This resolution passed both houses with very great unanimity.

The Pennsylvania amendment, and some other resolutions of a similar character from Ohio, have been submitted to the legislature of the several states which have been in session during the last year. None of them concurred—and, as so many states have thus, by not acting in fact refused to concur, and as New York, Massachusetts, Georgia and North Carolina, have decided in favour of the proposition, we may reasonably presume that the questions of the constitutionality and utility of a national bank are now finally put at rest, and that the existence of the United States Bank, in some form or other, is completely and necessarily identified with the permanent public policy of our nation, under all administrations and forms of party.

From a late London paper. EARTHQUAKE. Letters from Naples of the 11th March, state that a severe shock of earthquake was felt on the 6th at Palermo, by which a number of houses and churches were destroyed, 21 persons killed, and 125 wounded. The damage done to the city alone was estimated at £50,000. It was not ascertained that any other part of Sicily had suffered.

EXPERIMENT. Two of the Lords of the Admiralty, attended by the Comptroller of the Navy, and Sir H. Davy, Dr. Woollaston, &c. attended at the Navy Office to witness an experiment, by Mr. Harris of Plymouth. A small long boat, fitted with a mast, was moored off Somerset House, and a small boat stationed at some distance with a loaded howitzer. The object of the experiment was to prove, that electric fluid discharged from an electrifying battery, and conducted by a wire, would pass down the mast through the rigging, and into the water, without doing any injury in its passage either to the rigging or mast. The electric fluid, it was then expected, would discharge the howitzer, the water acting as a conductor, without being any communication between the vessel and the boat, and the communication being then continued on the negative side, along another wire rope, would return to a window in the room from which it had started, and fire a small quantity of powder. The result was highly gratifying, it being conclusive to its infallibility, and the ingenious inventor, no doubt, received much pleasure from the experiment. The object of the inventor is to preserve ships from being struck by lightning at sea, many of which, it is supposed, have gone to the bottom in consequence of such accidents.

Trenton, May 5. NEW-JERSEY NORTHERN CANAL. The Morris town Palladium states, that the Commissioners appointed to survey the most eligible route for a canal, to connect the waters of the Delaware and Hudson, will make the contemplated survey in the months of June and July next. They are to be assisted by the chief engineer, Benjamin Wright, of the New York Grand Canal. The New York Legislature at its last session, by resolution which passed both houses, have authorized their commissioners of the Northern Canal, to grant the aid and assistance of one of their principal engineers for this purpose, deeming the enterprise beneficial; as well to New York as to New Jersey.

FROM PERNAMBUCO. By the brig Morning Star, Captain Welton, from Pernambuco, whence she sailed on the 28th of March, we have papers of the 15th of March, in which we find little of interest, beyond the details of the internal divisions of the province.

BRAZILIAN PRIVATEERS. We have translated the following preamble of a proclamation published at Rio Janeiro, January 2, 1823—N. Y. Amer. "The Constitutional Emperor and Perpetual Defender of the Empire of Brazil, make known to all his subjects, that the present may come, that having considered that it is just and convenient to repel in every manner the attacks which the Portuguese government, instigated by a Congress of demagogues, continues in the most perfidious manner to make against public rights, and particularly the rights of this province, I have resolved, after consulting my council of state on so important a subject, to grant to all my subjects, and foreigners, the power to arm privateers, (corsairs), which, during the present contest with that kingdom, shall make prizes of her property; regarding, however, and religiously observing what is contained in the five sections and respective articles written below.

These articles we have not time to translate. Captain Welton informs us that, according to accounts from Bahia, received a Pernambuco every few days, every thing was favourable to the Brazilian cause. The Brazilians, often took place at Bahia, in which the Europeans had the advantage. A few weeks before the 31st of March, Pernambuco, the Europeans at Bahiamade an attack on the island of Tompacia, (in possession of the Brazilians) but were repulsed with considerable loss, and had several of their boats sunk. It is the prevailing opinion at Pernambuco, gathered from the best information, that the Europeans cannot hold the place much longer. The Brazilians having entire possession of the surrounding country. Some of the fortifications having their supplies of fresh provisions entirely cut off, and the troops getting sickly. The Emperor has four months ago arrived at Alagoas, waiting for a vessel expected from Rio. When she arrives, he will doubtless blockade Bahia, as their force will then be fully equal to the Europeans'. The Emperor's squadron is under the command of a Lieutenant who left Commodore Hardy some time since.

On the 26th Feb. Pedroso (who had previously declared himself a milite) took command of the place. The civil authorities made their submission to the Emperor, except one, who was made prisoner. All business was stopped; the Custom house and most of the stores were closed, and a general state of confusion prevailed. On the 28th, the civil authorities, having collected a considerable force in the country, and in the port adjacent, a part of the troops in town, and the Emperor's army, (led by Pedroso) having marched out, and found them, returned to town with their forces. A skirmish ensued, several lives were lost on both sides. Pedroso was taken, and in 4 or 5 days after, order was in a degree restored, but business was very languid. On the 15th, Pedroso and a number of other officers (mostly nobles) belonging to his party, left Pernambuco prisoners, in a government brig for Rio, to receive their trial.

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AN EGYPTIAN MUMMY. Has been required at Boston, which is intended to be exhibited for the benefit of the Dispensary aid General Hospital of that city. It is in high preservation, and was transmitted by Messrs. Jacob Van Lenney & Co. of Smyrna, for the investigation of the learned, and to gratify public curiosity.

Annapolis, Thursday, May 16, 1823. In this day's Gazette is commented the publication of a series of letters signed "A Citizen," but written by Mr. Laocock of Pennsylvania, on the subject of opening a canal from tide water in the Potomac to Cumberland in Allegany county. It will be found that the arguments they contain show the feasibility of the project, and are plausible so far as they apply to the extent of the benefits which would accrue from its accomplishment. At this time, it is believed, those letters will be particularly acceptable to that portion of our readers who have not heretofore perused them. The questions agitated in the last legislature, whether this state would lend her credit to assist in raising a fund adequate to the achievement of the great object, will, it is thought, be again revived. It is therefore necessary previous to its revival, that every Marylander should know what this state is to gain by such a canal, that he may be competent to decide, whether the pledge which the state has been called on to make, ought to be granted. Doubts of the utility of the scheme present themselves to some minds, let these doubts be fairly contrasted with the arguments advanced by Mr. Laocock in his pamphlet. A fair comparison, should Mr. Laocock's reasoning remain unshaken, it is trusted, that those who were doubtful, will have the candour to acknowledge their error.

PHILADELPHIA, May 10. Capt. Meldrum, arrived last evening from St. Jago, informs that he was boarded off Cape Blaise, by an officer from the British ship *the Phoenix*, bound to Jamaica, with a large privateer schooner in company. The officer reported her to have 80 men on board, and that the boats of the sloop of war captured her after a very hard fight of two hours.

Captain Smith, of the sloop *Amity*, arrived at this port from Angostura, has brought a dried Snake Skin, nearly 100 feet in length.

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Disturbance at Harvard College. We understand that a very serious rebellion has broken out among the students at Harvard College, and that almost the whole senior class have left college. This affair is stated to be so serious as to preclude the possibility of a commencement the next season. We have not learned the immediate cause of these occurrences.

GEN. JACKSON. Extract of a letter from General Andrew Jackson to a gentleman in Mississippi, dated March 23. "From the present revolutionary state of Mexico, the appearance of an American army with credentials to the tyrant Iturbide, might add to his strength, and thereby aid him in riveting the chains of despotism upon his country, which of right ought to be free. To be the instrument to a tyranny, however innocent on my part, I could not reconcile to my feelings. With these views and other reasons, which I have communitated to Mr. Monroe, I have declined accepting the mission to Mexico."

PHILADELPHIA, May 10. Capt. Meldrum, arrived last evening from St. Jago, informs that he was boarded off Cape Blaise, by an officer from the British ship *the Phoenix*, bound to Jamaica, with a large privateer schooner in company. The officer reported her to have 80 men on board, and that the boats of the sloop of war captured her after a very hard fight of two hours.

Captain Smith, of the sloop *Amity*, arrived at this port from Angostura, has brought a dried Snake Skin, nearly 100 feet in length.

GREEN PEAS. From Norfolk, arrived on Thursday last, at New-York, in 27 hours.

THE PAST WINTER. In the Arkansas Territory the winters are generally so mild, that the farmers turn their cattle into the river bottoms, which they usually keep in good order during the winter. Past numbers however, died in the extreme cold weather of the last winter. Nearly all the farmers lost a part, and some the greater part of their stock. The Little Rock Gazette of the 25th February says:— "It is not the place for women, and Hottspur would say— "no time to tilt with tips; "We must have bloody noses and cracked crowns; "And pass them current too." N. Y. Statesman.

PROVINCE OF GUATAMALA. From the Providence (R. I.) Journal of the 25th ult. Captain Carpenter, who came passenger in the Experiment, from the Bay of Honduras, states, that eight days previous to his sailing, eight Commissioners from the Province of St. Salvador de Guatamala, sailed for Boston in the sloop *Planet*, on a mission to this country, for the purpose of uniting that province with the government of the United States.

OLIVER HOLMES. Sailed from Boston, with Capt. Kendrick in 1794, or thereabouts, and on the arrival of the ship at the Sandwich Islands, was afflicted with the scurvy, and there concluded to remain. He was born in a town, and was at the time he sailed 22 years old, and has lived there ever since. His friends have always understood that he married the daughter of King Tamamash. No letter has ever reached his friends from him until last March, when one of his brothers received the following Plymouth Memorial.

Dear Brother, I received your letter dated July, 1820, by the brig Rob Roy, and you may be well assured I was much pleased at hearing so particularly from home. It is now fourteen years since I have heard any thing from my friends in America, and as I had wrote you several times and received no answer, I was led to imagine that you were no longer in the land of the living. I still reside on the island of Wahoo, and am in good health. I have a son grown up, five daughters and four grand children. My children all go to school to the missionaries who lately came out here, and can all of them read and write very well. The natives here have destroyed all their wooden Gods, and will soon, without doubt, all worship the true God. Since the old King, Tamamash, died, my affairs have not been so prosperous as they were before; but still I hope I shall be able to bring up my family like christians. I have sent by Mr. Roberts fifty dollars, of which forty are for you, and ten for my sister.

You must write me every opportunity; and believe me, I remain your affectionate brother, OLIVER HOLMES.

From a London paper of April 5. DISCOVERY. Accounts, it is said, have been received from Admiral Krenshorn, that a Russian officer had accomplished the extraordinary journey of 30 days on the Polar ice, and had arrived at an entirely open polar sea.

From the Charleston Courier of May 2. By the sleep Providence, we have files of Jamaica papers to the 13th ult. Between forty and fifty Pirates, captured by the boats of the Tyne and Thracian, and the cutter Grecian, were on board the prison ship at Kingston. The commander of one of the Piratical vessels taken, the schooner *St. George*, boasted that he was the man who killed Lieutenant Attky, of the United States schooner *Alligator*, on the coast of Cuba.

Commodore Sir Edward Owen's squadron had arrived at Kingston from Barbados; and remained there at the above date, and course the report of their having proceeded against Porto Rico, or Havana, was unfounded.

A detachment of Commodore Porter's squadron touched at Lucia, Jamaica, about the 1st ult. and offered to take under convey any vessels bound through the Gulf.

The celebration young in the grass selected in the ball was built from flowers from sweets and woe this was con the P-F who were Spring An appr Eliza H and the The Bro and the It was an asserm occasion the pres- gers. Refers among a the pleas The m of New York, which the present preside, vil and their their- that any should be on inco and half the nonces a state of of Missa of enjoy where th ed as man. The L of Marc "The to which Winter, learn, p that a good aut within the average of A lit account packets hundred The of a Swi fish, pon per, with first fish hands of the w that this There Havana, 68,921 ar robes. BUOY It has part se what w who it he am us part he following ries of a Plenc St. Law proceed ed for much low newspap In the Buonapoli of land New York that the grouped to form marked fixed on of United States for exar ed for dem sent situ obtion of C and the English, that parti should be present in they do m from victori now tr island or ed a sim he had his fami have ann Cour his posses should h the cen around might h of franc the nuch France the cen around and six them p nation.