To the Editors of the National Intelligence Dince my commencation to you on the subject of the Potomac Navigation, the co himns of the Intelligencer and some of the other papers of the District have been exa-mined, and nothing has been published dis approving the scheme, or controverting the general correctness of the positions laid down by the writer; but, on the other hand an unqualified asknowledgment of the practicability and usefulness of the undertaking, and, moreover, the communication alluded to has been republished in many of aking, and, moreover, the commany of illuded to has been republished in many of Pennselvania and the western papers of Pennsylvania and Virginia, with similar appropation. Thus encouraged in his feeble efforts to promote the interests of his country, the writer will rent re further to prosecute his inquiry;— and, as his former remarks, were confined principally to the advantages to be derived by the copie of the District of Columbia, in furnishing them a supply of the articles of fuebat a clicap rate, by means of the ca-nal, his object will now be to treat the sub-ject on a more enlarge; scale, and show the robable quantity of coal that would pass robable quantity of coal that would pass be can't to supply the demand out or, and eyond the bounds of the District; and, in the second place, to demonstrate, by facts incontrovertible in their nature, the superior advantages the Potomac navigation has over that of James river, in Virginia, and the Hudson and Erie navigation in New York; more especially on account of the permanent coal trade on the former route, and by which neither of the latter routes

e likely to be benefi sed.

The writer is aware that comparisons are inviduous, and sometimes odious; but this depends much upon the spirit and feeling in which they are conceived, and the man ner in which those feelings are expressed; and he is equally aware of the high impor-tance of the inquiry in which he has en gaged, and the inadequacy of his talents to do it justice, but, when his motives are appreciated, and his views understood, he has full reliance on the public indulgence, and that they will, in common with himself, feel sincere regret that so great and good a cause should not in its defence, have seculcause -hould not in its defence have seem an abler advocate. And, in accordance the these views, he again invites and soli with these views, he again invites and soli cits the aid of others in the furtherance of n object, the completion of which (as he elieves) involves the best interests of his

It will be recollected, in the former publication on this subject, notice was taken of the quantity and quality of the coal to be furnished at the Cumberland mines.—
Since the above observations were written. an opportunity has been personally had of er examining this subject, and the re has been to confirm what was then ested. The mines already opened would furnish a supply to any amount that might be demanded: the coals lie in horizontal strata of ten feet and upwards thick, and may be had at the price stated—eight cents per bushel. This coal, in quality, will be found superior to the Ohio or Pittsburgh coal; it contains less bituminous and sulphureous matter than that coal, and of course will be found more useful to blackmiths and others engaged in manufactur-ig articles from iron or steel, and for hich purposes, much of the coal of the estern country is found totally unfit - the ontained therein destroys the tenous substance in the Cumberland coal much less than that of Pittsburgh, it offensive, and more suitable and pleasant for household or culinary purposes. In short, the Cumberland coal, if analyzed, will be found a much purer and more perfect carbon than that of Pittsburgh, and still perfect in a much higher degree wher compared with the coal of Richmond. Have thus fairly established the superior qua extent of the country and population would be likely to draw its supply from source. By an inspection of the map te state of Maryland, it will be found hat every county in that sta e fexcept Alle y, in which the coal is found) would either on the canal, the tide water of the tomac river, or the Chesapeake Bav. containing a population, by the census of 1810, of 373,637; to this the counties of Vir inia, which Le on the Polomac, beginning at Berkley and ending with Middlesex, in cluding the two counties of Accomac and Northampton, a population of 126,699 of 500,336; which will, to the extent required, be supplied with coal from the mines of Cumberland.

Here the reader (as well to test the truth of this fact as to prepare his mind for the results that will follow its admission) is requested to examine the maps of Maryland and Virginia. He will find in the latter state but a narrow strip of land, hordering the Potomac river, designated as likely to be supplied with coaf by the canal; he will see the south branch of the Potomac, the Shenandosh, the Rappahannock, & York
Tivers, all presenting equal claims for a supply of this necessary article; and I have little doubt he will be brought to the conclusion, that instead of half a million of people who will put in their claims, we shall have 150,000 more added to that number But, notwithstanding these views, which the writer believes are fairly within the bounds of reason and probability, still, in his calculations, he will adhere to his original ground of a not allowing himself to be misled, nor of being the mount of inislessing others and, with this view, instead of a population of half a million and upwards, he will sup or half a million and upwards, he will sup-pose that 8000 families are to be supplied out of the District of Columbia, or a popu-lation of 60,000; which is only double the population contained in the District

In my former statement it will be found that 1,700,000 bushels of coals were necessary for the consumption of 4000 families living in the District; and to the sumber it is proposed to add 8,000 families who reis proposed to add 8,000 families who reside out of it, which adds to the quantity of coal required for consumption 3,400,000 bushels, and on this quantity we will allow ten cents per boshel for additional transportation, which added to the toll and expense of transportation on the canal, will reduce the actual savings of 12 1-2 cents per bashel, and make the actual lavings on this additional quantity amount to 425,000 dollars per answing and the additional added give us anapun; and the additional amount of tall to \$5,000 dellars, which being added; give us \$10,000 dullars per annum; as a new reurce of advantage arising and enjoyed by the people without the District, and when added to the num estimated within it, will give us 935,000 dollars, as the actual aggregate. Igation; for, so vast is the difference between of this cried from near H profits per annum of this improvement, as transportation by land and on a canal, that, it regards the article of fuel, which sum unless the road be of the best order, and to the city of Baltimore.

years to complete the nearly or, if couried to a minimum and construct the case of the control of the case of the

hall make a dividend on the capital stock

has not been sufficiently appreciated by those who have written on this subject, and he is determined, if possible, not to leave an individual who will read and think for himself, until he is convinced of its impor tance, and of the indispensable necessity, as well as the extensive usefulness of the Potomac navigation. The writer has not made up his mind hastily, nor drawn his conclusions rashiy on this subject; he feels sure of maintain ng the ground he has oc-cipied; he has personally discovered the fact, that the Alleghany mountain at the head of the canalis based on a bed of stone coal; the horizontal position in which it lays will enable the miners forever, without trouble, to keep the mines freefrom water and with ease, chespness, and correlience, in carriages drawn by oxen or hoses, deliver the coal at the mouth of the mine, and the miners themselves, at pleasure, may en joy the light of Heaven, and taketheir rank a mong the inhabitants of the visible world. These are facts of no trifling import, and deeply interesting to a million or more in tants who occupy the country below the foot of the Alfegany mountains. The citizens of our sea port zowns are sometimes in the habit of using British coal, obtained there, perhaps some theasands of feet below the surface, and transported by a canal to some sea port, and after a voyage of at least three thousand miles, it reaches the city o Washington, or Baltimore, and this may, perhaps, (if we still remain blind to our in terest.) be eventually the channel through which we are to be supplied with this article of indispensable necessity. For it is idle to expect our sea ports to flourish and prosery while dependant on the wood of their per, while dependant on the wood of their surrounding neighbourhoods as a necessary supply of fuel; the farmers in a short sysphy of the; the farmers in a short time will have a scanty supply for them selves, and this supply will be daily diminishing, whilst its demand is increasing, and ct course its price enhancing; thus, scenes of distress and suffering, especially by the poorer inhabitants of our cities, will be exhibited, during the severity of our winters, that will be shocking to hu-manity; and here this branch of the subject shall be closed, and the writer will attempt to shew that if all the advantages of the coal trade, (great as it must be considered,) be rejected, still the Potomac navigation has, on other accounts, the advantage, most maniestly, over the New York and James river canals. Here the writer is anxious that his matives should not be misunderstood nothing is more foreign to his objects and views than a esign to undervalue the im portance, or discourage the prosecution of those great improvements, or to question their extensive utility: his purpose in the following comparison is, (and he wishes it not to be concealed) in the first place, to show what he thinks an undeniable fact, that the Potomac navigation has, in a political and pecuniary point of view, much the advantage over either of the other routes; and in the second place to present this as a strong inducement to all concerned in the Potomac navigation, to engage with zeal and promptitude in its provecution. For, shall New York Pennsylvania, Virginia, North and South Carolinas, be actively and vigorously engaged to promote their true interests, and shall nothing be able to awa ken from their state of torpid indifference the citizens of the District of Columbia, of Baltimore, and the surrounding country? It is fondly hoped that the example set by their wise, industrious, and enterprising neighbours, together with the dec ded ad vanuages of their local situation, will stimu late them without further delay to vigorous

The length of the James' river canal, (as proposed) from the tide water at Richmond to the mouth of Dunlap's creek, is 250 miles, and the elevation at the mouth of this creek above the tide is 1238 feet. The length of the Potomac canal, from the tide water to Cumberland, is 188 miles, and an elevation of 715 feet, giving a difference in favour of the Potomac route, in distance, of 62 miles, and in less elevation of 525 feet. The por-tage from the mouth of Dunlap's creek to the Kenawa-river, below the falls, is 90-miles on the James' river route, and only 72 miles from Cumberland to the Monon-thela rivers at Portagonal on the North gahela river, at Brownsville, on the Poto niac rouse, leaving a difference of 18 miles in favour of that route. Thus we find, al-lowing 1000 d llars per foot, (the usual price,) for 523 feet of extra lockage on the James' river canal, we shall have the sum of 52.,000 dollars of increased expense, to which add 855,000 dollars, the expense of excavation, feeders, aqueducts, &c on 62 miles of canal, at 3,494 dollars per mile, it, will give us the sum of 1,111,628 dollars, or the excess of expenditure necessary on the James' river canalover that of the Potomac And as there is from Cumberland, on the Potomac to Browmville, on Monongahela river, a free turnpike road constructed and and bridged in the most durable manner, at an actual expense of 9,500 dollars per mile, it is but fair, in this comparison to state that, before the James' river canal can he useful a road of a similar construction must be made ecross the mountains to con-That be made errors the monitains to con-nect the canal with the Kenawa river.— The length of this road being ninety miles, at the above price of 9,500 dollars per mile, would cost 855,000 dollars, which added to the extra cost of the Richmond canal, would give the total sum of 1,926,628 dollars, which the Richmond wite, if completed; must cost more than the Potomac route. Having thus, by a fair calculation, found a balance of 1,906,628 dollars in favour of the Posomac navigation, in its first construction, the endeavour in vain to find any superior advantage in that of James' river to countervail this enormous difference in expense. For, if we suppose both routes completed in the same manner, and a free road constructed in the best manner and of the best materials.

Those in any manner arquilited with canals will know the necessity for such a road; inclined planes, rail roads, and other devices, are often resorted to to overcome the inconvenience of land carriage, when necessary to the operations of canal navi gation; for, so vast is the difference between transportation by land and on a canal, that, sains, on the Richmond and Kanawa touts, the trader with his carge haves Richmond, and after passing a cansl and portage of 540, inlies, find himself on the Kenawa river, 94 miles, find himself on the Kenawa river, 94 miles from its junction with the Uhio; when if the city of Washington had been mide the starting point, he would in 260 miles have found himself on the Monongahels river, within 60 miles of the city of Pittiburgh, avoiding by this route the expense and detention of passing over 18 miles of land carriage, 62 miles of canal, and the litt of 525 feet of elevation by means of locks.

Let us now proceed to contrast the linto mae navigation with that of New York. This contrast is submitted with greater cheerfulness, because the tompletion of this

of 18 per cent, per annum, and pay the cost of the canal in six years. This saving, and the profits to be derived from the coal trade, has been pressed with more zeal because the writer has reason to believe it has been too much overlooked, and its importance has not been sufficiently apprehisted by cheerfulness, because the completion of this but viewed as in such a state of forward ness as to ensure its completion in a short er time, and at a less expense than had been anticipated by its warmest advocates Thi canal commences at Albany, on the North river; 160 miles above the city of New York, and continues its course through the interior of that state, for about 360 miles until it connects itself with the lower ex-treme of Lake Erie, making use of its wa-ters as a feeder The object of this canal, besides securing the trade of the Uppe. Lakes, is to facilitate the interconrecte tween the sea ports of the sta e and its in-terior embracing, inits fluxuous passage a great extent of fertile country, i toid a convenient interchange of the agri-cultural productions of the soil for the va-rious articles of necessity and convenient to be found on the sea board. But it is tru by un ortunate hat, through the whole ex-tent of this canal, no mention is made of a pro-pectof supplying the cities and lower country generally, with the article of stone coal; and, after the calculations and esti-mates already made on the supply of this article by he Potomic canal, it cannot be doubted but the profits and savings on it alone would produce an annual disidend of more than 15 per cent. on the capital stock necessary to complete the New York canal; and, independent of this important and decisive advantage, it is incessing that the decisive advantage, it is presumed that the Potomac navigation may fairly enter into a competition with that of New Yor!: for the western trade, and, were it not that it migh be considered ungenerous to ask a further triumph than is had by the coal trade, it would be contended that the advantages in this regard are in a worr of the Potomac navigation; for it min not be considered a triffing inconvenience for that of New York Using four degrees further north. navigation; for it must not be considered a trifling inconvenience for that of New. York Alying four degrees further north, to belocked up with ice for two months longer each year than that of the Potomac, during which period the merchants of the District of Columbia and Baltimoret may receive from and send abroad, the productions of the western country, to the amount of millions of dollars, and have the same advantage, by back loads, of supplying spring and summer goods; and, as the trade of western Pennsylvania, and half the state of Ohio, has been claimed by the advocates of Ohio, has been chaimed by the advocates of the New York canal, let us fairly contrast the advantages of both rowes, as it regards this trade—and, as Pittsburgh, from its local situation and superior advan-tages, is, and it is believed will forever contime to be, the great depot and emporium of that part of the western country in question, more especially since the application of steam power has overcome distance to that place, let us therefore take that point

that place, the duestion of convenience.

From New York through the Hudson river and the canal to its termination on Lake Erie, is 520 miles; thence, up the Lake, 90 miles, to the town of the; thence, by a portage of 14 miles, to Waterford; thence, by French Creek and the Alleghand of the convenience of 160 miles to Bitshurgh, making ny river, 160 miles to Pittsburgh; making the whole distance on this route, from New York to Pittsburgh, 784 miles-while from Washington, by the way of Comber-land, on the Potomac, and Brownsville, on the Monongahela river, is only \$20 miles, leaving a difference in distance of 60-5 miles infavour of the Potomac route. It is true, the New York route has 58 miles less portage than the Potomac, but, to balance this, it has from Pittsburgh 100 miles more upstream navigation to arrive at the Waterford portage, than those who pursue the other routes have to arrive at the Brownsother routes have to arrive at the Browns-ville portage. In the latter case those at Brownsville are within 260 miles of the city of Washington; in the figure those at Wa terford are 624 miles, and flaving 14 miles portage, 90 of lake navigation, and 590 by the canal and Hudson river, to the city of New York, instead of 72 miles' portage, and 15k canal of the Potomac route, to the shington. And it should forgotten, that the portage from the Poto-mae to the Monongahela river may be re duced to 39 miles by an expenditure of lit the more than half a million of dollars to complete the navigation of the Youghaya ny river from the national read to its mouth on the Monongahela river, & miles above

Pittsburgh; and little doubt ean be enter the distance short, freight cannot be pro vided in sufficient quantities to justly the expense of constructing the canal. To il expense of constructing the canal us sup-lustrate this subject more fully, let us sup-250 miles to the mountains, and ready to receive the products of the western country, and its cost on the estimate already try, and its cost on the estimate already sum at nine per cent. (which would leave a handsome dividend to the proprietors after deducting for necessary repairs, gate keeping, &c.) would be 325,035 dollars. To raise this sum on the canal at the New York rate of toll, one cent per ton per mile, it would be necessary to transport on the road 130,014 tons, and that at one and a half ton load for a wagon and five horses, which is as much as can be drawn on an imper fect road, would employ 3,467 teams and 17,335 horses; each team carrying a load is supposed to travel 15 miles per day, and is supposed to travel 15 miles per day, and make the trip across the portage of 90 miles back and forward in 12 days, and to employ 300 days in each year; the whole cost of those teams at five dollars per annum; and the actual travelling on the road each day would be 52,005 miles; and if the teams were distributed at equal distances on the whole extent of the road; they would not be more than five perches as under. A road to bear this travelling; or even the third of it, must be made in the best manner and of the fest materials; and instead of an expen the best materials; and instead of an expen diture of 1000 dollars of 1200 per mile, 10,000 or 12,000 should be expended, or the great object of this magnificent work which is to connect the Atlantic with the

western waters will be deseated.

† is 'Coutemplated, as a part of this scheme of improvement, to take a branch of this canal from near Harper's Ferry, on the Potombe, by the best and nearestrouse, to the city of Potitioner. algh-so piteous and profound, that the dis charge did seem salmost to end his being." London paper.

sined of the precticability of connecting. by a lock navigation, the Potomac and Youghagany rivers. They take their rise and intermingle their waters in the same neighbourhood, and it is believed might be connected at an expense much less than the estimated expense of the N. York canal.

Here the writer will close his compara-tive views of the different routes. Errors may have crept into his calculations, and he may have been misinformed as to some facts stated. His means of obtaining information has not been as extensive as be condition has not need as extended as formation has not represented the has, however, sim...
ed at fairness and impartiality. His object for taking this view of the subject he has candidly aroused...If, however, he should have sup counter to the opinions or views of others, and incurred their censure, it will to bim be a subject of much regret To his fellow citizens of New York and Virginia, he feels sentiments of the highest gratitude for their laudable exertionato im prove the condition of their country, and he has, on this account, felt some reluctance in presenting; a scheme of improvement which, in a national and political point of view, as well as on the score of pecuniary advantage, seems to him of greater magn tude and promise than either the New York or Virginia schemes. And if there should be some collision of interest involved in the prosecution of these great works, still relief is afforded by the cartain antici-pations, that if they are all completed, ample indemnities may be realized by all con-oerned, and the public spirited citizens of. New York will have this pleasing reflec-tion, that they have gone foremost in the good work, and set an honourable and wise example, that has been followed by others.

Although this subject may be dry and uninteresting to many of your readers; yet it is surely one of the highest interest to the nation, and worthy the attention A CITIZEN. patriot and statesman.

PÝRENCAN MOUNTAINS. "This prodigious range of mountains et-tends from the Atlantic to the Mediterrane an, a distance of 200 miles, and many parts of them are 1: 0 miles in width. The roads or passes are four in number. The first & greatest is that which Joseph Buonaparte took on his route from Bayonneto Madrid. This road, for about 22 leagues, lies thro' the Pyrenees. The second pass is from Perpignan to Barcelona, a distance of 50 miles through the mountains, where in many places 100 aimed peasants may arrest the march of an army, and where neither houses, provisions nor accommodations can be found. The third pass fleads from Bayonne to Pampeluna, the espital of Navarre this difficult defile is only passable between the months of May and October. The 4th road is that which leads from Terbes, in Bigoree, to Saragossa. It is a tract merely pervious to muleteers during the summer but in winter the wolves and snows rende

it totally impassable. "There are nearly 60 other narrow passes

intricate, and hardly passable for lader BOW STREET .- MATRIMONY & GIN. Of all the miseries or the vices which are daily brought to this office for se lief or correction, there are none that give the magistrates more trouble than the miseries of matrimony; and the frouble is the more painful, inasmuch as, in nine cases out of ten, it never leads to any satisfactory result. Scarcely a day passes without some connubial devilry or other being brought under their cognizance by man or woman—members of the married public of this metropolis; and in almost every case their prayer is total separation—a comfort which the magistra had a not in his power to bestow. It is allowed wealthy couples who can shake off their fetters; the needy ones mist wear them for lile. There was a weary Benedict of this latter class the magistrates more trouble than the mise was a weary Benedict of this latter class presented himself before the magistrate on Saturday night. He was a large, middle aged man, decently dressed in black; of a lachrymose countenance, and respectful quiet demeanor. He had waited nearly two hours among the crowd, in the lower part of the office, whilst the ordinary business o the office was going on, without manifesting the slightest impatience; and as soon as the hurry was over a little, he soberly approached the table, and told the magistrate, in a confidential tone, he wished to consult him on a subject of the utmost importance "Speak out, Sir," said the ma gistra e, "I am ready to hear you." the applicant, with a sigh that seemed to am a married man, your Worship!" "Well and what of that?" said his Worship—add ing—"so much the hetter for you, if you have a good wife." "Ah, Sir!" ejaculated the man, with another heavy eigh—"Ah, Sir!—I wish I had. I have been married eighteen years—and eighteen years of sorrow they, have been to me. I thought to have lived in Paradise as it were; but I could not have been more miserable if I had lived_itin—the other place!" He paused, and wiped his forehead; and the magistrate telling him he was very sorry for him, asked what he would have him do? "I don't know, Sir;" he replied, "but I have been told that I could get some relief by applying here?"
"If you wish to get divorced, I cannot do
that for you"—said his worship—"we
should have little time for any thing else, I fear, if we could divorce all the unhappy couples who apply to us." "Your Wor ship, I don't wish to put my wife away to disgrace her - but I have been given to un-derstand that you could do something for me. I would allow her a comfortable main tenance if she would but leave me in peace "That you must agree between yourselves
—I cannot interfere between you, unless,
indeed, she has committed some breach of the peace. Has she struck you—or are you afraid she should attempt your life?" "She has struck me repeatedly, your Wor-ship; but that I could bear cheerfully, if she would but keep herselt sober!" "Why do you let her drink then?" "It is not in my .. It is not in my power to prevent it, your Worship. I have discontinued beeping any thing drinkable discontinued keeping any thing drinkable in my lrouse, and the consequence has been that every moveable I have is carried away clandestinely and to wested into gin!" "My good friend," discyred the magistrate somewhat impatient of the schipet, "my good friend, I really cannot do any thing for you—you married her-for better for worse, till death shall you part," and you must make the best you can of it. I repeat, I cando nothing for you "Then am I a very miserable man!" said the poor fellow; and turning from the table, he heaved another algh—so piteous and profound, that the dis

London paper.

IMPORTANT DEGISION IN EQUILIT Nathan Center et lane Frazier. Application to open the hiddings at Com-

The appeal from the decree of the cuit Court in the case stated, was argued at the late sittings by Mr. Stark for Mrs. Frazier, and Mr. Desanssure for the defendant L. Frazier: Messrs. McCord & Preston appeared for the purchaser Mr. Hall, against the motion. The Contt of Appeals reversed the decree of the Circuit Judge, and by deared the hiddress to be constant. ed the decree of the Circuit Judge, and bedered the hiddings to be opened. The decretal order published below, does not contain the grounds of the decision. The cousannounced that a more full decree would
be hereafter delivered, explaining the prinincluding more which the decree proceeded.

ciples upon which the decree proceeded.

It was admitted in the argument, that Mr.
Hall's conduct at the fale, was perfectly
free from imputation, and that he neither
intended nor anticipated the effect upon the
said which his declaration produced. This
is a most important decision. To Park is a most important decision. In England the court opens the biddings, whenever an offer is made to the court in writing, of one tenth advance; provided the sales have not been confirmed. The same question came been confirmed. The same question camb before the court in Charleston, and the judges expressed a determination to limit the exercise of this power; and never to pen the biddings, merely because a larger offer was made. This interference of the court, in sales made by its officer, is a deli-cate affair. The court ought, and we en-terrain no doubt will proceed with great When however, it is considered how ef-ten intents, femme coverts, and other persons incapable of protecting their right, are interested in sales made by the Commissioners of the Court of Equity, it must be

admitted that a wise controll over these sales (before confirmation of the report) exercised cautiously by the court, might and probably will be attended with great advanwe subjoin the decretal order.

In Equity-Court of Appeals: Columbia, May 1823.

Nathan Center, vs Isaac Frazier.

Motion to open or set aside a sale made by the Commissioner. It is ordered that the sale made by the

Commissioner in this case, of the house and lot of defendant, under foreclosure of the mortgage of complainant, at which the mortgage of complainant, at which Ainsley Hall was the purchaser, and has received titles from the Commissioner, but without confirmation of the sale made by the Court under a report, be set aside. the Court under a report, be set aside.

Because the said Hall declared publicly that he would pay all legal demands upon the property, and he has not complied with his declaration. That his declaring he would do so, was calculated to produce a mistake prejudicial to the sale, and injuri-ous to the interests of Mrs Frazier, who held a second mortgage, and the actual sale made at a most diminished price, proves that the mistake was complete. And kis further ordered, that the said house and lot be again regularly offered for sale by the lommissioner on the next sale day in Jane, at the bid of four thousand dollars, made to the Court by Justin Dyer, and that a higher bid may be received; but if none such be made, that the said Dyer be bound by his offer And it is also further ordered, that the decision of the Circuit Court in this case be set aside (Signed,) HENRY W DESAUSSURE,

THOS WATIES, WM. D. JAMES [Kaleigh Register.

THE HESSI'N FLY.

This destructive insect is propagated from the eggs of the fly deposited on the grains of wheat when ripening; the truth of which I learned from actual observations The fly may be seen by the middle of June, and from that time till wheat is cut, flying about and lighting upon ears of wheat. It depoand lighting upon ears of wheat. It depo-sites its eggs upon the outer end of the grain, where they may be seen with a good mi-croscope or optic glass; sometimes to the normal of six or seven on one grain.

They remain there till the grain is sown. The warmth necessary to produce vegeta-tion is sufficient to animate the insect [t bursts its shell and enters the shoot, where it lies in a forpid state till the next spring, except in some instances, when wheat is sown early—The fly commences its ravages in the Fall:—When this is discovered, the best method is to turn sheep upon it and pasture it shor, either in the fall or in the winter.

The most effectual way to check the pro pagation, is in preparing the seed before sown, which should be in the following manner: —Put your seed into a hogshead, tub or vat, and cover it with water; let it stand 10 or 12 hours; then put off the water, put the wheat upon a barn floor and sprinkle lime. over, and with a shovel mix it till it is well covered with lime. Let it remain in that state about twenty four hours, and the eggs will be destroyed without any injury to the

The following brief, sketch of the obser-The following brief, sketch of the observations which led to the discovery above mentioned is given, that all who wish to be satisfied of the truth of it may have occular demonstration of the fact if they will take the trouble. On viewing several grains of wheat in a microscope something resembling the eggs of insects was observed upon them; 20 grains were selected with those appearances; they were put upon some raw cutton and a little earth, in a tumbler of was ter, and observed every day; and on the day the grain opened and put forth its ten-der fibre, the insect burst from its shell and was not to be seen

was not to be seen.

Ten days after, 5 of the grains with their roots and blades were taken from the glass and carefully examined. In three of them the inserts were found. The other 15 remained, and overspread the top of the glass. They were preserved till spring, when on examining them, every stalk had an issue

in it, some 2, and one had 6.

Twenty other grains were selected, and the time applied for 12 hours. It was then realised, and the colour of the eggs was changed, and being out into it glass, in like manner as the wher, the wheat gray, but the eggs did not produce. The rolls was a realist and the but the eggs did not produce. The roots were transplanted and grew well, and we bushels of wheat limed as above, produces a good crop, while the heighbouring fields suffered materially, and some ware almost whally destroyed by the fly.

Of Bucks county, Pennsylvania.

1

Maryland Gazette.

Innapolis, Thursday, May 22,

THE HESSIAN FLY. We regret to leain that the Hessie has made its appearance on many far this county, and has already done cont ble injury to the wheat. In several counties on the castern above it has lighter our agricultural head we under our agricultural head we

few observations on the fly from a sylvania Farmer. The means whi recommends for the destruction of recommends for the destruction of Leet, are so simple, easy of application cheap, that the poorest farmer has it cheap, that the poorest farmer has the vast importance of the discovery sit meet with success, no wheat gought to permit his seed to be put in ground, without having them prepare the manner prescribed in the remarks which we allude.

THE CANAL COMMISSIONE It will no doubt be gratifying friends of internal improvement to that the commissioners appointed executive of this state to survey a ro-thecontemplated canal between Baltin the Susquehana, have left Baltimore purpose of performing that duty., mined to profit to the experience of they have proceeded to New York to a view of the Eris Canal now partly ed in that state, and which is so admired for its utility as well as performed. admired for its utility as well as performed for its utility as well as performed from the saving of thousands of dollars will not influence in their choice, but that they will star such point on the Susquehanna as sure the greatest flow of trade to Bah though such point may not lay so her as others which could be chosen full confidence in the judgement commissioners we will dismiss the for the present, and anxiously w their report.

THE N. YORK CANAL The Rochester (N. Y.) Telegraph 6th instant, says—ten thousand fou died and fifty barrels of Rocheste were shipped on the canal, from that during the last ten days. So mu "Clinton's big ditch."

FROM GOV WULCOTT's MES Governor Wolcott, of Connecti his message at the opening of the session of the logislature of that state the following remarks on a subject of great importance to the communionly of that state but of all the states I consider the law of the last s authorizing limited partnerships, as

valuable, but to extend and secure

vantages which it is adapted to pro-is necessary to prevent partial assig

of property intended to defeat the cibona fide creditors. This practice h introduced by a becan table of consthe endorsers of accommodation rentitled to honor typereferences overeditors. I can acceive no found reason or in justice why such prel should be allowed. All loans are vol and can be secured by specific lien timethey are made, with which the ought to remain satisfied; in any eve never ought to secure partial and tadvantages above other and frequent meritorious creditors. I also deem per and necessary, that the wages of and the direct relations between ten land owners, mechanics and the im of real property, and between all and the agents and factors they o should be protected abainst secret ments and attachments to defeat their and I have no doubt that this may be without introducing new and dar principles, and with advantage to e ther interest ""

The practice here mentioned has so universal, that it seems to be consi settled law. And yet in principle it be vindicated. Whether a legislati ons or not, is something questionable only effectual mode would be a r em of bankrupt laws, by litors would be placed on a footing fraidulent conveyances be liable to dered null and void. The effect of rupt law would be to check est adventures, to prevent men from er in hold and daring enterprizes; ar running those risks which so freque volve them and their friends in emi ment, distress, and ruin. The circles of no country more urgently regeneral system of bankrupt laws th and yet there is but little probabil one will be adopted, at least for mar to come.

IN. Y. Dail TELEGRAPHS. Telegraphs is to be erected from th nees to intersect the old-line from-to Paris. The Telegraphic sta France are kept in the most com France are kept in the most compair. News can be received at three minutes from Calais, by mea Telegraphs Now, Calais is 150 mi Paris, and it 33 telegraphic machi communicate with each other in the nutes, the average is about five r tween each connection station; or tween each connection station; or travelled in one minute by an into or tisual symbol. At the rate, additing for interruptions to the next imperior interruptions to the next interruptions of the next interruptions. calculated that information could re From Calais 150 mites, by 33 mac

Liste 130

Strasburg 255

Toulon 517

Biest 225

Bayonne 423 22 2 100 20 66 8. 85 16 These calculations may vary ali

These calculations may vary all even a few minutes, moreor less, we the most rapid intelligence, and sh immets is impressed in modes in modes in modes in modes in modes in the most affording, act were, some sation, for its service objects and it miseries—[Charleston Chy Gaz.

Some messation were engaged in for shad in the circle up lessware, Tinicam Island, drew up 111 student half. The sturgeon probable a mistake is their geography, and the Delayate for the Hudson, and delphia for Albany. N. Y. paper.