

THE POTOMAC CANAL.

To the Editors of the National Intelligencer. Since my communication to you on the subject of the Potomac Navigation, the columns of the Intelligencer and some of the other papers of the District have been examined, and nothing has been published disapproving the scheme, or controverting the general correctness of the positions laid down by the writer; but, on the other hand, an unqualified acknowledgment of the practicability and usefulness of the undertaking, and, moreover, the communication alluded to has been republished in many of the western papers of Pennsylvania and Virginia, with similar approbation. Thus encouraged in his feeble efforts to promote the interests of his country, the writer will venture further to prosecute his inquiry; and, as his former remarks were confined principally to the advantages to be derived by the people of the District of Columbia, in furnishing them a supply of the articles of fuel at a cheap rate, by means of the canal, his object will now be to treat the subject on a more enlarged scale, and show the probable quantity of coal that would pass the canal to supply the demand out of, and beyond 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 are likely to be benefited.

The writer is aware that comparisons are invidious, and sometimes odious; but this depends much upon the spirit and feeling in which they are conceived, and the manner in which those feelings are expressed; and he is equally aware of the high importance of the inquiry in which he has engaged, 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 indignance, and that they will, in common with himself, feel since we are not to be content with a cause should not in its defence have secured an able advocate. And, in accordance with these views, he again invites and solicits the aid of others in the furtherance of an object, the completion of which (as he believes) involves the best interests of his country.

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 further examining this subject, and the result has been to confirm what was then suggested. 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 blacksmiths and others engaged in manufacturing articles from iron or steel, and for which purposes, much of the coal of the western country is found totally unfit—the sulphur contained therein destroys the tenacity of the iron and steel, and the bituminous substance in the Cumberland coal being much less than that of Pittsburgh, it will of course emit less smoke, and be less 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 when compared with the coal of Richmond. Having thus fairly established the superior quality of the Cumberland coal, let us examine the extent of the country and population that would be likely to draw its supply from this source. By an inspection of the map of the state of Maryland, it will be found that every county in that state (except Allegany, in which the coal is found) would lie either on the canal, the tide water of the Potomac river, or the Chesapeake Bay, containing a population, by the census of 1810, of 373,637; to this the counties of Virginia, which lie on the Potomac, beginning at Berkeley and ending with Middlesex, including the two counties of Accomac and Northampton, a population of 126,699 should be added, making a total population 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, bordering the Potomac river, designated as likely to be supplied with coal by the canal; he will see to the south branch of the Potomac, the Shenandoah, the Rappahannock, and York rivers, 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 a original ground of not allowing himself to be misled, nor of being the means of misleading others; and, with this view, instead of a population of half a million and upwards, he will suppose that 8000 families are to be supplied out of the District of Columbia, or a population 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 this number it is 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 bushel for the toll and expense of transportation on the canal, which will require an additional amount of 340,000 dollars per annum; which being added, give us 310,000 dollars per annum, as a new source of advantage arising and enjoyed by the people without the District, and when added to the sum estimated within it, will give us 958,000 dollars, as the actual aggregate profits per annum of this improvement, as it regards the article of fuel, which sum

Would be found more than sufficient in three years to complete the canal, or, if could find as a dividend on the capital stock of 2,500,000 dollars necessary to construct the canal, will be equal to 37 1/2 per cent. per annum. But to occupy still larger ground, let us reduce the quantity one half, and the savings in the same proportion, and still we shall make a dividend on the capital stock 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 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 importance, 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 rashly on this subject; he feels sure of maintaining the ground he has occupied; he has personally discovered the fact, that the Alleghany mountain at the head of the canal is 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 free from water, and with ease, cheapness, and convenience, in carriages drawn by oxen or horses, deliver the coal at the mouth of the mine, and the miners themselves, at pleasure, may enjoy the light of Heaven, and take their rank among the inhabitants of the visible world. These are facts of no trifling import, and deeply interesting to a million or more inhabitants who occupy the country below the foot of the Alleghany mountains. The citizens of our sea port towns are sometimes in the habit of using British coal, obtained there, perhaps some thousands 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 of Washington, or Baltimore, and this may, perhaps, (if we still remain blind to our interest,) 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 prosper, while dependant on the wood of their surrounding neighbourhoods as a necessary supply of fuel; the farmers in a short time will have a scanty supply for themselves, and this supply will be daily diminishing, whilst its demand is increasing, and of 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 humanity; and here this branch of the subject shall be closed, and the writer will attempt to show that all the advantages of the coal trade, (great as it must be considered,) are rejected, still the Potomac navigation has, on other accounts, the advantage, most manifestly, over the New York and James river canals. Here the writer is anxious that his motives should not be misunderstood, and he is more than ready to give up his views than a design to undervalue the importance, 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 engage with zeal and promptitude in its prosecution. For, shall New York, Pennsylvania, Virginia, North and South Carolina, be actively and vigorously engaged to promote their true interests, and shall nothing be able to awaken 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 decided advantages of their local situation, will stimulate them without further delay to vigorous exertion.

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 523 feet. The portage 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 Monongahela river, at Brownsville, on the Potomac route, leaving a difference of 18 miles in favour of that route. Thus we find, allowing 1,000 dollars per foot, (the usual price,) for 523 feet of extra lockage on the James river canal, we shall have the sum of 52,300 dollars of increased expense, to which add 855,000 dollars, the expense of excavation, feeders, aqueducts, &c. on 62 miles of canal, at 3,495 dollars per mile, it will give us the sum of 1,111,628 dollars, or the excess of expenditure necessary on the James river canal over that of the Potomac and as there is from Cumberland, on the Potomac to Brownsville, on Monongahela river, a free turnpike road, constructed 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 be useful, a road of a similar construction must be made across the mountains to connect 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 1,966,628 dollars, which the Richmond route, if completed, must cost more than the Potomac route. Having thus, by a fair calculation, found a balance of 1,266,628 dollars in favour of the Potomac navigation, in its first construction, we endeavour in vain to find any superior advantage in that of James river to counterbalance 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 across the mountain

*Those in any manner acquainted 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 navigation; for, so vast is the difference between transportation by land and on a canal, that, unless the road be of the best order, and

of the practicability of connecting, by a lock navigation, the Potomac and Youghaugan 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 comparative 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 he could have wished. He has, however, aimed at fairness and impartiality. His object for taking this view of the subject he has candidly avowed. If, however, he should have run counter to the opinions or views of others, and incurred their censure, it will to him 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 exertions to improve the condition of their country, and he is, on this score, not 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 magnitude 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 certain anticipations, that if they are all completed, ample indemnities may be realized by all concerned, and the public spirited citizens of New York will have this pleasing reflection, 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 our readers, yet it is surely one of the highest interest to the nation, and worthy the attention of the patriot and statesman. A CITIZEN.

Pyrenean Mountains. This prodigious range of mountains extend from the Atlantic to the Mediterranean, a distance of 200 miles, and many parts of them are 10 miles in width. The roads or passes are four in number. The first & greatest is that which Joseph Buonaparte took on his route from Bayonne to Madrid. This road, for about 22 leagues, lies thro' the Pyrenes. The second pass is from Perpignan to Barcelona, a distance of 20 miles through the mountains, where in many places 100 armed peasants may arrest the march of an army, and where neither houses, provisions nor accommodations can be found. The third pass leads from Bayonne to Pampeluna, the capital 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 Bigorie, to Saragossa. It is a tract merely puerile to muleteers during the summer, but in winter the wolves and snows render it totally impassable.

There are nearly 60 other narrow passes called openings, most of which are rugged, intricate, and hardly passable for laden beasts.

BOW STREET.—MATRIMONY & GIN. Of all the miseries or the vices which are daily brought to this office for relief or correction, there are none that give the magistrates more trouble than the miseries of matrimony; and the trouble 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 magistrature has not in his power to bestow. It is not, however, your wealthy couples who can shake off their fetters; the needy ones must wear them for life. There 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 of 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 magistrate, "I am ready to hear you." "Your Worship—I am a married man," began the applicant, with a sigh that seemed to come from the very bottom of his heart—"I am a married man, your Worship!" "Well, and what of that?" said his Worship—adding—"so much the better for you, if you have a good wife." "Ah, Sir," ejaculated the man, with another heavy sigh—"Ah, Sir!—with 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 in 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 Worship, I don't wish to put my wife away to disgrace her—but I have been given to understand that you could do something for me. I would allow her a comfortable maintenance 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 Worship; but that I could bear cheerfully, if she would but keep herself sober!" "Why do you let her drink then?" "It is not in my power to prevent it, your Worship. I have discontinued keeping any thing drinkable in my house, and the consequence has been that every movable I have carried away has been clandestinely sold and carried off!" "My good friend," observed the magistrate somewhat impatiently of the subject—"you may carry her for better or worse, till death shall you part, and you must make the best you can of it. I repeat, I cannot do nothing for you." "Then am I a very miserable man!" said the poor fellow; and turning from the table, he heaved another sigh—so piteous and profound, that the discharge did seem almost to end his being." London paper.

joined of the practicability of connecting, by a lock navigation, the Potomac and Youghaugan 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 comparative 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 he could have wished. He has, however, aimed at fairness and impartiality. His object for taking this view of the subject he has candidly avowed. If, however, he should have run counter to the opinions or views of others, and incurred their censure, it will to him 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 exertions to improve the condition of their country, and he is, on this score, not 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 magnitude 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 certain anticipations, that if they are all completed, ample indemnities may be realized by all concerned, and the public spirited citizens of New York will have this pleasing reflection, 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 our readers, yet it is surely one of the highest interest to the nation, and worthy the attention of the patriot and statesman. A CITIZEN.

Pyrenean Mountains. This prodigious range of mountains extend from the Atlantic to the Mediterranean, a distance of 200 miles, and many parts of them are 10 miles in width. The roads or passes are four in number. The first & greatest is that which Joseph Buonaparte took on his route from Bayonne to Madrid. This road, for about 22 leagues, lies thro' the Pyrenes. The second pass is from Perpignan to Barcelona, a distance of 20 miles through the mountains, where in many places 100 armed peasants may arrest the march of an army, and where neither houses, provisions nor accommodations can be found. The third pass leads from Bayonne to Pampeluna, the capital 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 Bigorie, to Saragossa. It is a tract merely puerile to muleteers during the summer, but in winter the wolves and snows render it totally impassable.

There are nearly 60 other narrow passes called openings, most of which are rugged, intricate, and hardly passable for laden beasts.

BOW STREET.—MATRIMONY & GIN. Of all the miseries or the vices which are daily brought to this office for relief or correction, there are none that give the magistrates more trouble than the miseries of matrimony; and the trouble 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 magistrature has not in his power to bestow. It is not, however, your wealthy couples who can shake off their fetters; the needy ones must wear them for life. There 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 of 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 magistrate, "I am ready to hear you." "Your Worship—I am a married man," began the applicant, with a sigh that seemed to come from the very bottom of his heart—"I am a married man, your Worship!" "Well, and what of that?" said his Worship—adding—"so much the better for you, if you have a good wife." "Ah, Sir," ejaculated the man, with another heavy sigh—"Ah, Sir!—with 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 in 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 Worship, I don't wish to put my wife away to disgrace her—but I have been given to understand that you could do something for me. I would allow her a comfortable maintenance 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 Worship; but that I could bear cheerfully, if she would but keep herself sober!" "Why do you let her drink then?" "It is not in my power to prevent it, your Worship. I have discontinued keeping any thing drinkable in my house, and the consequence has been that every movable I have carried away has been clandestinely sold and carried off!" "My good friend," observed the magistrate somewhat impatiently of the subject—"you may carry her for better or worse, till death shall you part, and you must make the best you can of it. I repeat, I cannot do nothing for you." "Then am I a very miserable man!" said the poor fellow; and turning from the table, he heaved another sigh—so piteous and profound, that the discharge did seem almost to end his being." London paper.

IMPORTANT DECISION IN EQUITY.

Nathan Center vs Isaac Frazier. Application to open the bidding at Commissioners' Sales.

The appeal from the decree of the Circuit Court in the case stated, was argued at the late sittings by Mr. Stark for Mr. Frazier, and Mr. Desaussure for the defendant, I. Frazier; Messrs. McCord & Preston, appeared for the purchaser, Mr. Hall, against the motion. The Court of Appeals reversed the decree of the Circuit Judge, and ordered the bidding to be opened. The decretal order published below, does not contain the grounds of the decision. The court announced that a more full decree would be hereafter delivered, explaining the principles upon which the decree proceeded. It was admitted in the argument, that Mr. Hall's conduct at the sale, was perfectly free from imputation, and that he neither intended nor anticipated the effect upon the sale which his declaration produced. This is a most important decision. In England, offer is made to the court in writing, of a tenth advance, provided the sales have not been confirmed. The same question came before the court in Charleston, and the judges expressed a determination to limit the exercise of this power; and never to open the bidding, merely because a larger offer was made. This interference of the court, in sales made by its officer, is a delicate affair. The court ought, and we are certain no doubt will proceed with great caution whenever it exercises this power.

When however, it is considered how often infants, female coverts, and other persons incapable of protecting their rights, are interested in sales made by the Commissioners of the Court of Equity, it must be admitted that a wise control over these sales (before confirmation of the report) exercised cautiously by the court, might and probably will be attended with great advantage to the community. We 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 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. 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 injurious 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 it is further ordered, that the said house and lot be again regularly offered for sale by the Commissioner, on the next sale day in June, 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, Raleigh Register.

THE HESSIAN 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 deposits its eggs upon the outer end of the grain, where they may be seen with a good microscope or optic glass; sometimes to the number of six or seven on one grain.

They remain there till the grain is sown. The warmth necessary to produce vegetation is sufficient to animate the insect. It bursts its shell and enters the shoot, where it lies in a torpid 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 short, either in the fall or in the winter.

The most effectual way to check the propagation, is in preparing the seed before sown, which should be the following manner:—Put your seed into a hoghead, 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 seed.

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 ocular 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 these appearances; they were put upon some raw cotton and a little earth, in a tumbler of water, and observed every day; and on the 5th day the grain opened and put forth its tender fibre, the insect burst from its shell and 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 insects 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 insect in it, some 2, and some had 6.

Twenty other grains were selected, and the lime applied for 12 hours. It was then washed, and the colour of the egg was changed, and being put into a glass, in like manner as the other, the wheat grew, but the eggs did not produce. The roots were transplanted and grew well, and no good crop, while the neighbouring seeds suffered materially, and some were almost wholly destroyed by the fly.

Baltimore Gazette.

Innapolis, Thursday, May 23.

THE HESSIAN FLY.

We regret to learn that the Hessian fly has made its appearance on many farms in this country, and has already done considerable injury to the wheat. In several counties on the eastern shore it has killed some considerable damage. Under our agricultural head we have a few observations on the fly from a sylvan Farmer. The means which he recommends for the destruction of the insect, are so simple, easy of application, and cheap, that the poorest farmer has it in his power to try them. Considering the vast importance of the discovery, it is not to be regretted that it was not brought to light until it was so late in the season, without having them prepared in the manner prescribed in the remarks which we allude to.

THE CANAL COMMISSIONERS.

It will not doubt be gratifying to the friends of internal improvement to that the commissioners appointed to execute of this state to survey a route to a contemplated canal between Baltimore and the Susquehanna, have left Baltimore for the purpose of forming that duty. It is a matter of course, that the experience of them have proceeded to New York to view of the Erie Canal now partly completed in that state, and which is so admired for its utility as well as perfection of construction. In fixing upon the route, it is to be hoped that the saving of thousands of dollars will not influence their choice, but that they will station such point on the Susquehanna as to ensure the greatest flow of trade to Baltimore, though such point may not lay so near as others which could be chosen. Full confidence in the judgement of the commissioners we will anxiously watch for the present, and anxiously wish their report.

THE N. YORK CANAL.

The Rochester (N. Y.) Telegraph of the 6th instant, says—ten thousand four hundred and fifty barrels of Rochester wheat were shipped on the canal, from that drying the last ten days. So much "Clinton's big ditch."

FROM GOV. VOLCOTT'S MESSAGE.

Governor Wolcott, of Connecticut, in his message at the opening of the session of the legislature of that state, the following remarks on a subject of great importance to the community of that state but of all the states. "I consider the law of the last session authorizing limited partnerships, as valuable, but to extend and secure advantages which it is adapted to produce is necessary to prevent partial assignment of property intended to defeat the claims of bona fide creditors. This practice has been introduced by recent habit of construction of the accommodation of creditors. I can perceive no foundation in reason or in justice why such relief should be allowed. All loans are repaid and can be secured by specific liens, if they are made, with which the law ought to remain satisfied; in any event never ought to secure partial and unequal advantages above other and frequent meritorious creditors. I was deeply and necessarily, that the wages of land owners, mechanics and the improved real property, and between all and the agents and factors they should be protected against secret embezzlements and attachments to defeat their rights, and I have no doubt that this may be done without introducing new and dangerous principles, and with advantage to their interest."

The practice here mentioned has so universal, that it seems to be consistently settled law. And yet in principle it will be vindicated. Whether a legislative can provide against it by positive laws or not, is something questionable, only effectual mode would be a system of bankrupt laws, by which frauds would be placed on a footing, fraudulent conveyances be liable to be set aside, and void. The effect of bankrupt law would be to check extravagance, and to secure partial and unequal advantages above other and frequent meritorious creditors. I was deeply and necessarily, that the wages of land owners, mechanics and the improved real property, and between all and the agents and factors they should be protected against secret embezzlements and attachments to defeat their rights, and I have no doubt that this may be done without introducing new and dangerous principles, and with advantage to their interest."

TELEGRAPHY.

Paris papers mention that a new Telegraph is to be erected from London to Paris. The Telegraphic stations in France are kept in the most complete repair. News can be received at three minutes from Calais, by means of Telegraphs. Now, Calais is 150 miles from Paris, and if 33 telegraphic machines communicate with each other in the route, the average is about five minutes each connecting station, or travelled in one minute, by an interval or visual symbol. At the rate, and time for interruptions of the next time calculated that information could be received from Calais 150 miles, by 33 machines.

Some men who were engaged in for shed in the river Delaware, in Tinicum Island, drew up 111 bushels of wheat. These sturgeon probably a mistake in their geography, and the Delaware for the Hudson, an delphia for Albany—N. Y. paper.