

In this day's Gazette will be found Mr. Liscock's third and fourth letter on the Potomack Canal. They contain his remarks on that important subject.

THE STEAM BOAT MARYLAND. At the earnest solicitation of a stockholder in this boat, we insert the communication which follows. While doing so, we feel convinced that the writer is altogether mistaken in supposing that she can be employed with greater profit to her proprietors than she is at this time. The intercourse between the places to which she plies, will not, in our judgment, authorize her visiting them oftener than the arrangements by which she is now governed direct. Again, should the arrangement proposed by 'A Stockholder' be adopted, an additional complement of hands to work the boat will be indispensable. The labour and consequent fatigue, could not be borne by one set. The wages of the additional set of hands, added to the cost of the extraordinary quantity of fuel which would necessarily be consumed, would considerably enhance the expenses of stockholders, who probably would, after one or two years' experience, find themselves unable to depart from regulations which now afford them a very handsome interest for their capital.

The author of the communication must excuse us for saying, that he appears to have forgotten the fable of The Boy and the Filberts. That fable has a moral attached to it, that instructs the reader not to grasp at too much, lest in so doing he should lose all.

STEAM BOAT MARYLAND. Without intending to find fault with the excellent and obliging officer who has the command of this boat, we may be permitted to remark, that she is certainly the fastest boat that runs on the Chesapeake, or its tributary waters. Supposing her to perform the voyage to Easton in nine hours, (which she ought to do with her engines,) the whole amount of her weekly work, on that route, is thirty-six hours, and allowing for the trip to Chestertown, it will add about fourteen hours to her work, making the total number of hours she is actually employed during the week, amount to fifty five. It must be recollected, that the rests from her labours the whole of Friday. Ask, without meaning offence to any quarter, can this be right? The Maryland is admitted to be the best boat on the Chesapeake, and does the least work. It may be said, there are no other routes which could be added to the present, so as to justify the attempt—admit it to be so—what prevents increasing the number of trips on the present route? A boat with such power as the Maryland has, can perform the voyage from Baltimore to Chester town, and back again, in one day—and also from Baltimore to Easton, by way of Annapolis, and back again in one day—Suppose she leaves Baltimore at 5 o'clock in the morning, she could reach Easton by 1 or 2 o'clock, resting an hour, be in Baltimore at 10 or 11 o'clock, which, during the greater part of the season, she runs, is no unreasonable time of the night. These calculations are not intended to be exact—it is not necessary they should be for my present purpose, which is merely to direct public attention to what might be done. The great sum which has been expended in giving power to this boat, is an idle waste of money, if it is not made use of. One of half her power and size would do the same work as safely and as profitably. What objection can be made to increasing the number of trips? The hands have all to be paid whether they are making a trip or not. The wharf, or purchase a voyage across the bay. The only additional expense then is the wood, and the increase of travelling, which inevitably follows great facilities of intercourse, would surely pay this expense—at all events, the prospect is certainly enough to justify the experiment for one season. Competition is springing up in every quarter, to the great detriment of the steam boat company. As they were the first to venture their capital on what was termed a hazardous enterprise, they deserve, and will no doubt receive the public favour and preference, if they will be only just to themselves, and put forth their whole energy.

I am not sufficiently acquainted with the routes and distances traversed by steam boats on the Chesapeake, and other waters, to draw a comparison between them and the Maryland; but if any one will take the trouble to collect the information it will be useful to me, and I feel confident will confirm what I have ventured to state—that the Maryland does less work than any boat of her power in the United States. The extent of her travelling, during a whole week is about 320 miles; whilst the steam boat Washington, (I believe that is her name,) running between the city and Potomac creek, a greater distance than it is from Baltimore to Easton, performs the voyage, and returns every day—making a distance of more than 900 miles weekly—her power of steam is not one half of the Maryland, and she performs three times the work of the latter.

How would the following arrangement answer? Sundry from Baltimore to Easton & back Monday to Chester town and back. Tuesday to Annapolis and back. Wednesday to Easton and back. Thursday to Annapolis and back. Friday to Easton and back.

THE BIBLE. The British and Foreign Bible Society have promoted, either directly or indirectly, the printing or distribution of the Bible in 150 languages. The last of which is a new translation in the modern Greek. Recently, at Lima, in South America, several hundreds of Spanish Bibles and Testaments were eagerly purchased in two or three days; and the demand was so great that any witness states, had there been sold one thousand they would all have been sold. The British Bible Society have sent out a large consignment of Testaments, which they were obliged to do, in consequence of the distribution of a considerable impression printed at Barcelona for the use of Old Spain, having been impeded by the exertions of the advocates of the late Inquisition. [Columbian Star.]

A Stockholder. How would the following arrangement answer? Sundry from Baltimore to Easton & back Monday to Chester town and back. Tuesday to Annapolis and back. Wednesday to Easton and back. Thursday to Annapolis and back. Friday to Easton and back.

WM. O'HARA, Stationer. May 29.

LAW DECISION. From the Eastern Star.

Mr. Smith—On Wednesday last one of the G.A.F.E. cases pending in Queen Anne's County Court, came on for trial. The circumstances are these: In the year 1820, William H. Devorix erected on the public road leading from Church Hill to the Bever Dam causeway, two gates, which gates were continued by Mrs. Devorix after the death of her husband, until the year 1828, when she was presented by the Grand Jury. These facts being proved, the prosecutor & traverser's counsel went before the jury on the questions of fact and law. It was contended on the part of the state, that gates erected on the highway were public nuisances. This was denied on the part of the traverser, and after a long contest before the jury, the prosecutor desired the opinion of the court to the jury. This was delivered by Judge East, who stated to the jury that the court were of opinion that gates were nuisances. Judge Wright then delivered his opinion at large. He was opposed to the other two Judges, and thought gates were not nuisances, and that the citizens of Maryland had a right to erect as many as they thought proper. It was agreed on all hands that the jury had a right to decide the law and the fact. The jury, after sometime spent in their room, returned to the court and pronounced that the traverser was guilty. I have not time to state to you the grounds relied on by both parties. The case of the old gates was necessarily embraced in the case tried, and therefore was not positively decided. The case, as might have been expected, excited great interest and feeling in the public mind. The case was argued by Hopper for the state, and Carmichael for the traverser. This decision will give rise to a number of presentations in the different counties of this state.

GREAT FIRE AT CONSTANTINOPLE.

The English papers state that none of the houses of the Ambassadors suffered at the late fire. The number of houses and shops destroyed is estimated at 8000, with 50 or 60 mosques or chapels. Every thing was laid waste to the distance of a league and a half. Forty thousand persons were without a habitation, and great numbers were consumed, being unable to get out of the reach of the fire by sickness, &c. This fire is said to have made a deep impression on the minds of the Turks, who with astonishment beheld the conflagration consume itself to the Turkish dwellings and, spring, as if directed by supernatural agency, the dwellings of the christians.

A CONVENTION. A convention of the Protestant Episcopal Church of the United States commenced its session on Tuesday last, at St. Peter's in this city. A more respectable or venerable assembly of bishops and clergymen never perhaps sat together in this country. The convention of the Episcopal Church of the State of Pennsylvania was held in Lancaster last week.—Philad. Sentinel.

Chancery Sale.

By virtue of two several decrees of the Court of Chancery, the subscriber will expose to public sale, on the premises, on Friday the 30th day of June next, if fair, if not the next fair day thereafter,

A House & two Lots

of ground, in the town of Ligon, now in the possession of Benjamin G. Sides. The house is two stories high, framed with a back building of brick, laid out into four rooms, two above the upper floor, and two below, with a kitchen. Terms of Sale—Cash to be paid on the day of sale, or on the ratification thereof; on the payment of the purchase money, and ratification of the sale, the subscriber is authorized to convey. Sale to commence at 12 o'clock.

Louis Cassaway, Trustee. May 29.

FOR SALE,

A valuable family of young negroes, consisting of a man and his wife and two children. For terms enquire of the printer. Persons wanting will please to apply immediately.

May 29. 3v.

Officers' Fees.

All persons indebted to me for officers' fees, are hereby notified, that longer indulgence cannot be given, that each of my deputies are directed to proceed against all delinquents as the law directs, or their bonds will be put in suit before the next October term; and I further notify the public, that the officers' fees for eighteen hundred and twenty two, are ready for delivery, that the legislature has provided for the speedy collection of the same by authorizing the sheriff to distrain after the expiration of sixty days from the delivery of the accounts of said fees; and that in justice to myself I find it will be absolutely necessary for me to act in strict conformity to the provisions of the act of assembly. I therefore hope those who are interested, as it will be utterly impracticable for me to give longer indulgence than the law allows. Should there be any erroneous payment out, those who feel themselves aggrieved, will take notice that they must take the trouble to have them rectified (by applying to the officers who sent them) within the time limited as aforesaid, as no alteration will be made by me at that time. Any person wishing to pay their fees, can do so by calling at my office in the new Court House.

WM. O'HARA, Stationer. May 29.

CATTLE SHOW AND FAIR—No. 6

For the Exhibition and Sale of all kinds of Live Stock, Agricultural Implements and Household Manufactures—to be held at the Maryland Tavern, on the Frederick Turnpike Road, four miles from Baltimore, in the month of October next.

The Committee appointed on behalf of the Maryland Agricultural Society, to make arrangements for a Cattle Show and Fair, for the exhibition and sale of live stock, agricultural implements, and household manufactures, have resolved that the said show and fair be held at the place and time above mentioned, and that the following premiums be offered and awarded, to the owners of the best—that is to say:

- HORSES. For the best Stallion the second best For the best brood Mare the second best
ASSES. For the best Jack the best Jenny the best Mule the second best
CATTLE. For the best Bull over 2 years old the best under 2 years the second best do. For the best Milch Cow the second best For the best Heifer the second best For the best yoke of Oxen the second best
SWINE. For the best Boar the second best For the best Sow the second best
SHEEP. For the best Merino Ram the best of any other do. For the best of any other breed the best of any other breed
For the five best fat Wethers
MACHINERY AND IMPLEMENTS. For the Agricultural Machine or Implement that may be new and be thought worthy of reward by the society
And a second best
PLOUGHING MATCH. For the best ploughing, by 3 horses Ploughman For the best ploughing, by 2 horses Ploughman
HOUSEHOLD MANUFACTURES. For the best piece of Kersey, not less than 10 yards For the best piece of Flannel, not less than 10 yards For the best piece of Cassinet, not less than 10 yards For the best piece of Carpeting, not less than 20 yards For the best Hearth Rug For the best Counterpane For the best piece of Sheetting, not less than 12 yards For the best piece of Table Linen, not less than 10 yards For the best piece of Towelling, not less than 10 yards For the best pair of knit Woollen Stockings For the best pair of knit Cotton do. For the best pair of knit Flax do. Each of a size for men or women. For the best Grass or Straw Hat or Bonnet in imitation
CROPS. For the best 1-2 acre of Carrots acre of Mangel Wurtzel acre of Potatoes acre of Lucern acre of Ruta Baga acre of common Turnips ten acres of Indian Corn acre of Flax, (by John Traverser, Esq. proprietor of a duck manufacturing at Patterson, Md.) a silver goblet, valued twenty acres of Wheat, Rye and Oats—each ten acres of Barley
FERMENTED LIQUORS. For the barrel of best Cider 5 gallons of best home made Wine For the sample of the best Butter, not less than 5 pounds, a butter knife Second best
A statement of the manner of managing the cream will be desirable. The show and fair will be held between the middle and the last of October; notice will hereafter be given of the particular days, in designating them particular regard will be had to the convenience of the Eastern Shore Society. There will be reserved premiums to consist of pieces of plate, making the whole sum offered, amount to 500 dollars. The above premiums will be awarded only for animals bred within the state of Maryland, or within the District of Columbia. But male animals of the several kinds above specified may be entitled to premiums, though bred out of the state and district; provided the owner of such male animal shall secure his continuance in the state of Maryland, to be bred from, for one year from the granting of the premium. It is to be understood, that whenever a premium for any specimen for Agricultural Implement, piece of Machinery, or article of Manufacture, may be claimed merely from the want of competition, or where the thing presented for premium shall be considered as possessing no merit worthy of encouragement, the judges shall have a right to their discretion to withhold such premium. But this regulation shall not extend to Live Stock, as the best offered will gain the premium without any exception. In no case will a premium be given for Live Stock, unless the owners shall have notified Mr. J. S. Skinner, of his intention to offer for the same, and shall have entered the particular animal with him three days previous to the Exhibition. Persons having fine animals, though not intended to be offered for premium, will gratify the Society by exhibiting them in their field. And for the purpose of preparing proper arrangements, and stalls, for the accommodation of all stock offered for premiums or for show, it is requested that all persons intending to offer stock for show, only, as well as those offering them for premium, should give notice to Mr. J. S. Skinner, of such intention at least ten days prior to the Exhibition. All premiums awarded by the committee will be distributed in articles of plate; and the committee to whom the charge of these regulations shall be entrusted, shall determine the nature and devices of the plate and medals to be distributed. C. RIDGELY, of H. Chairman of the Committee of Arrangement. James Howard, Secretary.

THE STATE OF PENNSYLVANIA

and her aid, in proportion to the interest of her citizens, in this improvement; rightly considered there can be no collision of interests, no sectional jealousies excited between the citizens of Pennsylvania—east, and those west of the mountains. The aggregate wealth of the state will be enhanced as you increase the motives to application and industry. This can only be done by providing a convenient market, at which the surplus productions of labor, may be exchanged for the necessaries, the conveniences, and, if you please, the luxuries of life.—That Pennsylvania will pursue a wise and liberal policy, as it relates to this great scheme of improvement, there cannot, in justice to that state, be reason to doubt; her willingness to improve the navigation of the Monongahela and Ohio rivers, her aid in establishing a hospital at New Orleans, and other measures of a similar nature, are evidence of a like disposition; and we may, therefore, as far as sound policy and wisdom will justify, count upon the immense resources of Pennsylvania as an auxiliary to the accomplishment of this undertaking—and from the state of Ohio, (whose rapid, but steady march from ignorance to manhood, has attracted the admiration of the world,) we may calculate upon similar countenance and aid—and when we find so many powerful states concerned, beside the District of Columbia, in the consummation of this work, when its extensive usefulness has been demonstrated, and its profits to the undertakers ascertained, and when a pledge has been given to complete it in a short time, and for a trifling sum compared with its importance, can there be any doubt of the necessity and propriety of doing no time in providing the means to commence and prosecute the work? Much is yet to be said on this subject. Its advantages, in a national or political view, will hereafter be shown, and some attempt made to point out the course by which the funds necessary may be raised without difficulty, to complete this object.

HYDRAULICS.

From a late English Publication. The facility by which a constant supply of spring water may be obtained at comparatively little expense, by boring, may, through the medium of your miscellany, be made public. It is desirable to be known, that, in almost all situations water may be obtained by this method at the expense of a few pounds; whereas the expense of sinking a well to the main spring, too often deters the party from attempting it. Should you consider this communicationsufficiently interesting, I hope you will give it publicity, that persons in all situations of life may have the opportunity of procuring one of the greatest luxuries in Nature—good pure and wholesome water, in a short space of time, with little trouble and at a trifling expense. Although some of the inhabitants of Tottenham have obtained a good supply of excellent water from deep sunk wells to the main spring, there are a great proportion who are obliged to buy water of the carriers, who procure it from the well on Tottenham green, which was dug and a pump erected, at the expense of the late years Hon. Esq. &c. in 1791. Mr. Matthews, in the summer of last year, adopted the method of boring through the earth to the main spring, at his farm in Broad Lane, Page Green, Tottenham, when he obtained a constant and copious supply of water from a depth of 120 feet, which rises 5 feet above the surface, and flowing over, forms an elegant little cascade. It has neither a creased nor diminished since the spring was tapped.

Having succeeded on his own premises, he thought a similar experiment might be tried with equal success on the waste ground on the west side of the high road, opposite the gateway leading to the work house, and which would be of most essential benefit, not only to the inhabitants residing in that part of the parish, but to the public at large. This suggestion being made to the vestry, it was acceded to on the part of the parish, and the work commenced. The ground was bored to the depth of 165 feet, when a fine spring of water issued forth, which rises 6 feet above the surface of the ground, through a tube which is cast from pedestal, and flowing over the lip or edge of a vase, forms a bell-shaped continual sheet of water, enclosing the vase, as in a glass case; it is collected and again conducted downward through the pedestal to the place of its discharge, out of the mouth of a dolphin, about 18 inches from the ground for the convenience of placing a picher under. The quantity of water thrown up and discharged, is at the rate of 14 gallons a minute. The peculiar advantages of boring the ground for water in this manner, are, particularly at great depths, rendering the method of great importance to the public, since waters obtained by boring at a small expense.

MAY. Mrs. (Vide Ovid, Fast. Lib. V. 27 73. S5. 427) the tutelar divinity of this month who gives it its name, was the mother of Mercury, to whom the Romans sacrificed their majus or hog.

Chronology of the Month. May 3, 1682, The first laws of Pennsylvania made in England. 19, 1770, First Congress met. 20, 1500, Columbus died at Valladolid aged 59. 25, 1787, Federal Convention met. *May Sept. 5, 1774. [Phil. American.]

COM. PORTER.

Extract of a letter, dated Matanzas, May 4. "Commodore Porter—through his health has been extremely bad, in consequence of exposure, is making the most active exertions to protect the commerce of the country on this coast, and most are very great. The Sea Gull, and two schooners, came in late last night, and to-day (Sunday) the officers and crews of all the vessels have been at work the whole day getting coal and water to go out early to-morrow with the convey. The barges have taken a piratical flourish to leeward."

THE LATE REBELLION

In Harvard College, which caused the dismissal of about 50 members of the senior class, it appears arose from the violent excesses committed by the larger part of that class in pursuing their resentment towards an individual class mate. It is denied in the Boston papers, that the difficulty will very seriously affect the annual commencement.

to maintain of great elevation, through difficult defiles; and over these mountains you have to clamber mostly on pack horse roads to reach the interior; and, when there, you have no other great outlet, except through the unimproved rivers already mentioned. New Orleans has hitherto been considered their only eligible market; the circuitry of the route, the immense distance, and, in short, all the objections already mentioned to that market, apply with increased force to the initial ends of the country in question. They are actually impeded, and cut off from a profitable or friendly intercourse with the world. It is no wonder, then, that this rich Virginia wilderness should remain unsettled, and that the enterprising members of her own family should seek a residence far beyond the limits of her ancient domain. Good children never leave a parent's roof, nor do the emigrants of home (the most precious word in the English lexicon) with out deep regret; and what is considered a strong necessity, to better their condition, and set up for themselves. If this object can be effected, and a situation found within their native state, and within reach of their former relatives and friends, how glad will they be to embrace it! Apply these self-evident truths to the case before us. Let Virginia go on as she has begun; let roads and canals be pushed into her back settlements; let the waters of the Monongahela not be neglected, but improved, and by her aid the Potomac canal be completed; then her back lands will be settled by those of her own household: she will retain the services and affection of her children, by providing them settlements within her own territory, and a home market. This done, she will no longer have reason to regret their disposition to wander and roam from the paternal mansion; her population will keep pace with her sister states, and she will retain the elevated rank she has heretofore held in the Union.

In justice to the enlightened policy of Virginia, it is observed with pleasure, that great efforts are now making to improve her condition, by the construction of roads and canals, and the improvement of the beds of her streams; her most distinguished characters have engaged personally in this good work. And that the Potomac has not been overlooked entirely, we are assured by the passage of a law at the last session, to appoint commissioners to examine the state of the improvements on that river, and an invitation to the state of Maryland to join her in this examination. What will be the result of this inquiry is not yet known. Nothing has been mentioned or suggested by the writer on this subject with a view to complain, much less to censure Virginia in this regard; all that is asked or expected, is, that her resources will be applied to this object in proportion to the interest her citizens have in it, and the accomplishment of this beneficial improvement; and from her recent conduct a full guarantee is had that in future those interests will not be disregarded.

In the next place let us examine the situation of the state of Pennsylvania in relation to this subject. The fiscal concerns of this state would indeed be considered a phenomenon in the old world; for near forty years her government has been supported without loans and without taxes, direct or indirect, (except a small sum annually raised on tavern licenses, and sales of auction, and this) the medium of tax officers, whose governments are generally best known, that of Pennsylvania is neither known nor felt.

But, without resorting to loans or taxes, the finances of Pennsylvania have been so managed, that the surplus revenues of her exchequer have generally amounted to about 1,000,000 dollars per annum, which sum has been regularly vested in productive funds or applied to purposes of public education, or the improvement of the state. Not a county in Pennsylvania but has a public seminary of learning, reared and fostered by the aid of state funds. Neither have her exertions been less vigorous and efficient in the construction of roads and the creation of bridges. It is confidently believed that the turnpike roads constructed in Pennsylvania by the combination of public and private funds will be found, uniting expense and distance, to double that of any state in the Union. Her attempts, however, in the construction of canals, and the improvement of her streams, have been less successful. The great error seems to have been in the misapplication of the public funds by unskillful or unfaithful agents. A board of managers should have been established; men distinguished for their skill, talents, and integrity. They should have planned the work, and directed the application of the money.

Many years since, the legislature of Pennsylvania incorporated companies for the purposes of connecting the Delaware with the Susquehanna rivers, by a cross cut navigation. This work was commenced with vigor, but has been for a long time, for want of funds, suspended. At the last session the legislature did what should have been done long before—took steps to resuscitate the credit of the company; and who have, since the passage of this law, provided the funds for completing the canal. This done, and all the trade of Pennsylvania, as has been already observed, with the exceptions of a few counties, will be forever secured to the city of Philadelphia; and, to insure the lasting prosperity of that city, no other improvement is necessary—a safe water navigation from the coal mines of the Allegheny to the city of the Delaware. All my former arguments and estimates in favour of the Potomac navigation, in regard to the coal trade, will apply to this case. The commercial prosperity of Philadelphia thus established, that city may repose, with certainty, upon the support of eastern Pennsylvania; and a community of interests will insure the permanency of this connection. But there will remain a large portion of the citizens of that state west of the mountains, that can never participate in those advantages. Suppose the canal completed from Philadelphia to Middletown, its proposed termination on the Susquehanna—there would then be from Pittsburg to this point a land carriage of about 210 miles; and from Pittsburg to Cumberland, the head of the Potomac canal, about 130 miles, 72 only of land carriage; the residue on the river Monongahela, with a fall ascended to be only six inches to the mile, in the whole distance from Pittsburg to Brownsville, at the national turnpike.

Having ascertained these facts, it is evident that the productions of the western country can never find a market at the city of Philadelphia; and that a profitable one may be had in the District of Columbia, were the canal in operation, has already been demonstrated. It only remains then

remains unshaken. The more pains be taken to investigate the subject, the stronger have been the convictions of the fact, that, if the proposed canal was completed and in operation, it would add millions to the public wealth at least ten millions of dollars, beside a net dividend to the undertakers of eighteen per cent. per annum on the capital expended.

But, to present the subject in a still more striking point of view, let us suppose that the calculations are one half too high, and that the country would have only the sum of 500,000 dollars per annum, and the proprietors of the work only divide nine per cent. This, surely, could not be considered a trifling object. A tax imposed at this time, and to that amount, on the people of the United States, would be considered oppressive; and yet it cannot be denied that a sum at least equivalent to that is either actually paid, or lost, every year, by those concerned in the navigation of the Potomac, for want of the proposed improvement, and which, if completed, would enable to pay a tax of this amount, and still be in better circumstances than they are at present. And, if this be the case in time of peace, what will be our situation during the operations of war? The dearth of lessons were taught in our struggle with Great Britain should not be forgotten. It is confidently believed that the general government expended a sum equal to the estimated expense of this work in transportation across the mountains, and much of it from Washington and Georgetown, during the continuance of the late war. But, as this branch of the subject would require a separate examination, it would be premature to press its consideration in this place. Before we enter upon a discussion of this subject as statesmen and philanthropists, and show its moral and political effects in a national point of view, let us take some notice of the States and Districts more immediately concerned.

It has already been observed, that this improvement would open either a canal or wide water navigation to every county in the state of Maryland. One other observation will be sufficient to awaken all the energies of this State, more especially the citizens of Baltimore. It is this: The legislature of Pennsylvania, at their last session, have done what they should have done twenty years ago—took the necessary steps to connect, by a lock navigation, the Delaware river with the Susquehanna. This work, when completed, will secure to the city of Philadelphia the immense trade of the Susquehanna country to the New York line, and an inconsiderable part of the trade of that State, embracing a region of fertile country, containing at least 10,000,000 of acres. For the trade of this country, the city of Baltimore has hitherto been a successful competitor. For this purpose, the enterprising citizens of that place have pushed a turnpike road, not only to the Pennsylvania line, but by the consent of the State to the Susquehanna river, at the head of the Conowingo falls, and a small distance below the mouth of Swatara creek, the waters of which are made use of as leaders to the canal, to connect the Susquehanna and the Delaware rivers. With this view of the subject, it is evident that the Susquehanna trader, when he arrives with his boat at the canal, will take that avenue to the Philadelphia market, rather than unload his cargo and take a overland to Baltimore, and the result will be, that, to the latter city little will be left of the Pennsylvania trade but a few counties on the southern line of the state. The enterprising Baltimoreans will look their situation full in the face, and provide for the diminution of their trade to the north, by securing, as far as possible, through the medium of canals, its equivalent in the west.

The advantages of this improvement to the city of Washington, and district of Columbia generally, have already been stated, and demonstrated; and, as it relates to the city itself, it would be no difficult matter to adduce proof positive, that, without the aid of the proposed canal, it has nearly reached the summit of its greatness, and that, with such aid, it might, and soon would take its deserved rank among the principal cities of the Union. Such was its destiny in the anticipation of its immortal founder, whose name it bears; and such it will be, if his advice and admonitions, on this subject, be not totally overlooked and disregarded.

NO. IV.

The state of Virginia is highly interested in the Potomac navigation. The north, or what is improperly called the principal branch of this river takes its rise in this state; and, beside this stream, we find the South Branch and Shenandoah rivers heading in the heart of the state, and furnishing, particularly the latter, an extensive navigation, leading through, and watering, a tract of country highly cultivated, and inferior in point of soil and fertility to none east of the mountains. We find, moreover, that the whole length of the canal will be on the line between Virginia and Maryland, and whether it pursue the north or south side of the river, or be carried across it in aqueducts, will not be very material to either state, in the general scale of its usefulness; for, on whatever side it passes, bridges must be erected across the river from the other side, at suitable distances, to facilitate the transportation by land to the canal. And, likewise, below the mouths of the boatable streams that fall into the Potomac, locks must be erected on the canal and connected with the river, by which means the boats out of the Potomac will be lifted into the canal; and by these means the advantages derived by the states respectively, will be reciprocal. Besides the immense advantages secured to Virginia east of the mountains, that state has a considerable territory lying on the west, and to the inhabitants of that territory this improvement will be of vital importance; recourse is had to the country drained and watered by the Monongahela, Cheat, and Zygert's Valley rivers. The navigation of these streams is of considerable extent. The main body of the land in this tract of country, although somewhat broken, is said to be remarkably fertile and productive, the climate is favourable, and a more healthy situation is not to be found in the United States. Notwithstanding these advantages, we find this country, with few exceptions, very thinly settled; 20,000 acres of valuable land is not settled at all. We find, likewise, hundreds of Virginia families forsaking the land of their forefathers, leaving the Monongahela valley and the state of Virginia five hundred, or perhaps a thousand miles in the rear, and settling the boundless forests of the west. This is easily accounted for: the Monongahela country, in this state, is encompassed

by mountains of great elevation, through difficult defiles; and over these mountains you have to clamber mostly on pack horse roads to reach the interior; and, when there, you have no other great outlet, except through the unimproved rivers already mentioned. New Orleans has hitherto been considered their only eligible market; the circuitry of the route, the immense distance, and, in short, all the objections already mentioned to that market, apply with increased force to the initial ends of the country in question. They are actually impeded, and cut off from a profitable or friendly intercourse with the world. It is no wonder, then, that this rich Virginia wilderness should remain unsettled, and that the enterprising members of her own family should seek a residence far beyond the limits of her ancient domain. Good children never leave a parent's roof, nor do the emigrants of home (the most precious word in the English lexicon) without deep regret; and what is considered a strong necessity, to better their condition, and set up for themselves. If this object can be effected, and a situation found within their native state, and within reach of their former relatives and friends, how glad will they be to embrace it! Apply these self-evident truths to the case before us. Let Virginia go on as she has begun; let roads and canals be pushed into her back settlements; let the waters of the Monongahela not be neglected, but improved, and by her aid the Potomac canal be completed; then her back lands will be settled by those of her own household: she will retain the services and affection of her children, by providing them settlements within her own territory, and a home market. This done, she will no longer have reason to regret their disposition to wander and roam from the paternal mansion; her population will keep pace with her sister states, and she will retain the elevated rank she has heretofore held in the Union.