

From the New Orleans Telegraph.  
Mr. BRURGY,  
Sir—I request you will insert in your paper an experiment I have lately made which, if followed up by professional and men of talents, may become of infinite use to society.

From a party, which I did not credit having wounded a Turkey Buzzard, I struck a pin in each of his eyes, and was much surprised on perceiving the day after that his sight was as good as ever. I repeated the experiment on a second one, in such a manner as to preclude the possibility of its recovering its sight—the next day I was astonished, on perceiving his sight, as good as on the preceding day. I observed that he kept his head under his wing all night; from thence concluded that the down in that part of his body contained the valuable matter which restored him his sight.

At that period I had a workman, named John Liver, who had been afflicted for a long time with sore eyes, accompanied with an inflammation, so great as scarcely to be able to distinguish objects and threatened in a short time an extinction of sight.—I procured down taken from under the Turkey Buzzard's wings, and applied it to his eyes, and found that they had (after the application of the first night) without any pain to him, discharged a humble full of blood; he has continued the same application, and finds his sight perfectly restored.  
I remain respectfully,  
Sir, your sincere humble servant,  
LAVERGNE.  
Atakapas, January 8.

From the REPUBLICAN ADVOCATE.  
TURNPIKE LAW.

It might justly be deemed presumptuous in me, to advance opinions in a dogmatical manner, upon the merits or demerits of the provisions of the Turnpike Law, for it is a subject which wiser and more experienced heads than mine have differed about: And it is, besides, a matter exclusively for the public judgement. For however individuals may reason and decide upon the good or evil likely to result from the act, it will depend upon the verdict of the community whether it shall be received or rejected. My purpose is to investigate the law, and to place its plan, and as concise a point of view as I can, the stipulations which the act contains.

I shall proceed to examine the subject under two heads, namely:  
1. PRIVATE INTEREST; and  
2. PUBLIC UTILITY.

Mankind are generally speaking, governed by private interest, which is stimulated by self-love. Hence in all public undertakings, patriotism has been found inefficient to produce adequate support for them, unless leagued with considerations of pecuniary advantage. And exactly in the same proportion that a law for the execution of works of general usefulness holds out the prospect of individual gain, does the measure meet with success.

It must be understood that I confine my examination to the Baltimore and Frederick Town Turnpike. The others are not so immediately interesting.

The law infuses to the Stockholders ten per cent. per annum interest after the first two years from the completion of the road.—But it is not improbable, considering the number of waggons passing daily, but that the two first years will, at the present rate of tollage, yield a profit of ten per cent. likewise. And, in the mean time, before the road is completed entirely, tolls are to be gathered for every ten miles of the road that shall be properly finished. But it is not enough that the law decrees this profit; it must be shown that the tolls will afford it. The following facts contained in a letter from a gentleman in Frederick County, to his friend in Baltimore, fully evince that ten per cent. at least can be gathered from the established rates of tollage.

I fully believe the proposed stock will yield the stockholders 10 per cent. for their money, as contemplated by the law. My opinion is founded on the following data: From an enquiry I made when in Baltimore, I find the toll received at the gate on the Frederick road, near Baltimore, in 1803, was \$800 dollars; the toll was a sixteenth of a dollar for a waggon, and payable only in going towards Baltimore. I observe by the present law, that the toll is fixed at an eighth of a dollar for each horse that may be on a waggon, which is half a dollar for a waggon of four horses, (and generally our waggons have four horses, and sometimes six.) And I also observe, that toll is demandable as well on their return from Baltimore as when going thither; so that a waggon of four horses will have to pay at each gate a dollar, which will make the toll under the present law sixteen times as productive as it was in the year 1803. Admit the travelling hereafter to be the same that it

was at that time (and from additional population alone it certainly will greatly increase) then the toll demandable at the aforesaid gate will be sixteen times \$800 dollars, which is 12,800 dollars.

I find by the law that the capital is to be 220,000 dollars. I can't believe that sum will be sufficient to complete the road the whole distance; for I find the Lancaster turnpike road which was paved 39 feet wide and 18 inches deep, cost for 63 miles \$128,000, which was a fraction more than \$2,000 per mile; it was an entire new road, and the land taken by the road the company had to pay for, which was included in the aforesaid \$128,000. The proposed road is to be made upon the bed of the present road, in consequence of which there will be a great saving of expence. I observe the materials for making the proposed road are in almost all parts very convenient and of a good quality; and by the law the road need be but 20 feet wide, and which I suppose a sufficient width for every useful purpose; neither need it be paved more than 12 inches deep, as they now in Pennsylvania find it a sufficient depth. But, so that the expence shall exceed the estimate, we will suppose it to cost the same per mile as the Lancaster road, then the capital will not be more than sufficient to complete the road to Frederick town, which is 45 miles from Baltimore; the remainder of the distance may be completed by additional subscriptions. The interest of 220,000 dollars capital, at 10 per cent. is 22,000 dollars. In the distance from Baltimore to Frederick, there will be four gates and a fraction of five miles, on which a gate may be to receive half toll. No doubt the gate nearest to Baltimore will be more productive than those between it and Frederick. From an estimate I have made I find the gates may with safety be computed, on an average, to receive 8000 dollars each, which for the four gates and an half, will produce 36,000 dollars, leaving a surplus of 14,000 dollars over and above paying 10 per cent. on the capital, which may be applied to meet any deficiency of interest that may be whilst the road is making, before a gate is set up, and to a further improving the road. There will be no necessity for the company to call for more than one half the capital, 110,000 dollars, until after 20 miles at least of the road is completed; and if the company prosecute the business as spiritedly as they do it in Pennsylvania, 10 miles at least of the road will be completed in one year from the investment of the money, after which a gate may be set up, which, from the foregoing calculation, will produce 12,800 dollars; which gate alone will make a dividend of 10 per cent. on one half of the capital and leave a surplus of 1800 dollars; & in two years or less, 20 miles of the road will be completed, when a second gate may be set up, at which gate the toll may safely be stated at 10,000 dollars per annum, which being added to the above 12,800 dollars makes 22,800 dollars, leaving a surplus of 800 dollars more than sufficient to divide 10 per cent. on the whole of the capital. I might safely have calculated five horses to a waggon, which every one knows to be the common number that is in our teams; then the aforesaid two gates would have produced 28,500 dollars, which is 6,500 dollars more than sufficient to divide 10 per cent. on the capital. And as a further proof that the tolls will yield 10 per cent. on the capital, I find from a calculation I have made, that the toll demandable on 14 waggons passing each day on an average, per day, towards Baltimore, and the same number returning, will yield 10 per cent. on the capital; and every one acquainted with the road must know that the average number far exceed that.

The facts and reasoning of this extract I conceive are conclusive as to the tolls yielding ten per cent. to the Stockholders. And so far minded men have an inducement to purchase up the stock: For the investment of their money in this way does not prevent them from receiving compound interest for it, but actually affords them an opportunity of enlarging that interest. It is well known that the legal interest of money is six per cent. per annum, and none but savers extort more. The turnpike stock offers four per cent. more than the legal interest of money, and that without the least possible hazard to the purchaser. Here, then, is the most forcible argument imaginable for individuals to lay out their cash on the score of private interest. For no man can say that ten per cent. is not a lucrative interest for his money; especially when he runs no risk of losing the principal. There are, doubtless, opportunities in a private way, when a man can procure, as much, and sometimes more, than ten per cent. for his money; yet these are not frequent, and are generally hazardous. But putting money into a Turnpike Stock is like engraving it upon Nature herself; and renders it so secure that no common revolution in the affairs of men or of the state can affect it.

The next consideration of private interest, is the cheapness of carriage which will naturally accrue in consequence of the contemplated turnpike. And on this head, likewise, the facts and reasoning of the letter already quoted from, are very strong and pertinent. They are in truth a repetition of what has been forcibly urged in the Advocate three months ago, and which amount to actual demonstrations, viz.

Suppose a waggon, at the roads are, to contain 12 barrels of flour (as commonly they only carry 10), and that it takes 4 days in going to and returning from Baltimore. (It frequently takes 5 and 6 days) and that the hire of a waggon, is 4 dollars per day, then the delivery of 12 barrels will cost 16 dollars; and 24, 32 dollars. On the Lancaster turnpike road, a common load is 30 barrels. But I will suppose on this, to carry only 24 barrels, and to perform the trip in 4 days. (and no doubt it might be done with ease in 3 days,) then four days at 4 dollars per day, is 16 dollars, add the toll in going and returning, which will be 4 dollars, which makes 20 dollars, and leaves a saving of 11 dollars in favor of the one travelling the turnpike.

But admitting that advantages should not arise to the carriers of produce and goods upon the turnpike in this way, it must be conceded on all hands that the tax or toll, though it is advanced by the carrier, is finally paid by the consumer, to whom it will always be charged in the price of the articles transported upon the road. As the expence of carriage, however, is very much reduced by means of such public works, the goods or produce, notwithstanding the toll, come cheaper to the consumer than they could otherwise have done; their price not being so much raised by the toll as it is lowered by the cheapness of the carriage. The person who finally pays this tax, therefore, gains by the application, more than he loses by the payment of it. His payment is exactly in proportion to his gain. It is in reality no more than a part of that gain which he is obliged to give up in order to get the rest. It seems impossible to imagine a more equitable method of raising a tax.

To exemplify this reasoning in a plain and easy manner, it is only necessary to make the following concise statement:—

The carriage of 12 barrels of flour from Frederick County to the City of Baltimore will cost, at the present rate of conveyance, and in the existing state of the roads, 16 dollars; that is to say, about 1 dollar and 33 cents per barrel; whereas, the expence of conveying 12 barrels upon the turnpike will be not more than 10 dollars and 25 cents, which is not quite 86 cents per barrel: So that, allowing the consumer to pay the price of transportation (as certainly is the case) he will get flour nearly 50 cents cheaper per barrel in consequence of its having been conveyed on a turnpike. Even where it contended that flour could be carried to Baltimore as the roads are now, at one dollar per barrel, still there would be a saving of 14 cents per barrel effected by the turnpike.

Here, therefore, are potent inducements arising out of private interest, to carriers as well as consumers, to encourage the undertaking. And many more might readily be adduced and enlarged upon: Such are the certainty of the time which it will require to make a trip in all seasons upon a turnpike, which is of some importance to most people when they depart from home: The agreeableness of travelling on a paved road, where no hollows, holes or ditches can interrupt the passage of waggons, &c. And the saving in the wear and tear of waggons, gears, harness, and the like. To which may be added the great security against accidents that so frequently occur on the road. Besides, strong and well constructed bridges will be erected over the different streams of water that cross and separate the route; and those vexatious delays so frequently occasioned by the rise of the waters will all be done away.

Before I quit the consideration of private interest arising from a vigorous execution of the turnpike law, it may not be amiss to call the attention of the public to the rise which will naturally take place in the price of land lying in the neighborhood of the turnpike road. Nor will this rise be confined to land immediately adjoining it; but will be extended in a great degree to all the lands within several miles of the road, on both sides of it. This is a great matter, and ought to be of high concern to farmers; and it will no doubt urge them to come promptly forward in support of the undertaking.

I would now proceed to expose the evils likely to result to individuals from this law, if I were able to discern any worth a moment's attention. I cannot see how any member of the community can be injured in his person or his property by it. If I could, I would say so.

As to public utility, a turnpike is undoubtedly of the greatest possible public benefit. If the people of Maryland will look a little round themselves, and view the surprising efforts of the Pennsylvanians on the one hand, and the ever vigilant exertions of the inhabitants of Alexandria and George-town, (aided by all the influence of the Potomac company) on the other hand, they must be sensibly impressed with the perilous situation in which this state stands in regard to her commercial importance and character: and in a public point of view, the question of turnpikes is not so much a question of good roads as it is a question of state independence or state vassalage. For I consider this as a crisis in the destiny of Maryland, which will terminate either in a way that will insure her future wealth and grandeur; or degrade her farmer, her mechanic, and in some measure her children, to a state of de-

pendency upon some one or two bordering states. This is no fairy's dream, nor idle phantoms; but a real and substantial truth, which will be attested by those who have contemplated the prospect before us, and who know that the fate of human affairs is frequently decided by circumstances which appear trivial in their nature.

This consideration alone will stimulate every lover of the state's welfare to interest himself for the success of this law. The passions of state ambition, of honor, and a decent pride, ought to urge the monied men of Maryland to step forth and vest some portion of their fortunes in this undertaking. If this attempt should not succeed, it will throw similar works into the back ground, and render future attempts to improve the public roads abortive for many years. The exports and imports of Baltimore will diminish by degrees, and nothing but an useless regret will be left for the consolation of our citizens.

Every state, it is well known, derives its political importance from its population and wealth. The one assuredly follows the other. If the wealth of Maryland be impaired, and her sons be forced to seek in other states those superior advantages which their own has refused to them, she sinks in the political scale; her sinews and strength are gone, and her voice in the national councils will be as an empty sound.

Such are the sad forebodings occasioned by the reflection that this law might possibly miscarry. I do not think it will; and indeed, it ought not to turn out an abortion.

It will be observed that the toll upon pleasure-carriages, is higher in proportion to their weight, than upon the more useful and necessary kind of carriages. Thus the indolence and vanity of the rich, is made to contribute in a very easy manner to the relief of the poor, by rendering cheaper the transportation of heavy goods to all the different parts of the country. This is an idea that meets at once the genius of our government, our people, manners and habits; and ought to have its due weight.

Corporations, it has often been contended, are inimical to liberty, and destructive of free principles. Without applying this observation to all corporations, it may be allowed to be correct with regard to some. Such are several of the British incorporated companies for commercial purposes. In general this objection will not hold good with respect to turnpike companies; and particularly with the one in question: For in the law, there is an express clause, which vests in the state legislature the right & power to purchase the stock after the expiration of a certain term of years.

Before I close these remarks, I will endeavor to obviate one small objection arising from local circumstances, that has been advanced against this turnpike. It has been urged that it will be detrimental to small farmers, who, not having a large quantity of produce to carry to Baltimore, will lose by the tollage. I would suggest as a remedy, that a flour inspector should be appointed for Frederick Town. Thus the small farmers would have a market at their doors: For if an inspection house were once established here, there would not be wanting agents from Baltimore to purchase up the flour as fast as it could be delivered in Frederick. This idea would admit of great amplification; but I have not room at this time to extend my remarks further.

See Smith's Wealth of Nations, p 240, vol. 2.  
† See Smith's Wealth of Nations, p 240, vol. 2.

WINCHESTER, (Va.) March 19.

COMMUNICATION.

The most diabolical transaction, perhaps ever recorded in the history of civilized nations, took place at the house of Asa Lupton, of Hampshire county, at mid-day on Sunday the 16th inst. The family, excepting three children, viz. two girls, the one rising eight the other six years of age, the third a fine boy about three and a half years old, had gone to meeting. The doors of the dwelling house were all locked and bolted, and the children placed in the kitchen, which was connected to the house by a passage. Some time after those who went to meeting had taken their departure from the house, a monster, in the shape of a man, not more than eighteen or nineteen years of age, came into the kitchen, and enquired if all the family were absent except themselves, being answered in the affirmative, after a short pause, he again repeated his question, and was answered as before. He then walked out, went round the house and picked up an axe, with which he burst open the door of the house and entered it; he then burst open the door of one of the rooms, and rumaged a desk of drawers; from thence he proceeded to the door of the passage leading to the kitchen, which he opened, where he found the children, who, it is supposed, being attracted by the noise in the house, had gathered to that spot.

He then struck the boy on the head with the pole of the axe, and after he fell gave him another blow; this is the report of the eldest child, and seems confirmed by this circumstance, that the skull was fractured in two places, and some portion of the brain scattered around. It is supposed he then gave the eldest girl a blow (as her recollection at this period is lost) which,

by some fortunate circumstance, seems not to have effected, as much as was intended, although it laid her limbs for some time. The other girl was then knocked down, and her skull miserably fractured. The first object which arrested the sight of the unhappy parents on their return, was their eldest girl, who had so far recovered as to crawl out of the house, and nearly fainting, in endeavoring probably to escape, had fallen repeatedly, and made a most hideous spectacle, being besmeared with blood and dirt. They next entered their late peaceful mansion, and horrid to relate, there discovered their two other darlings prostrate on the floor, near each other, almost covered with clotted blood and apparently lifeless; this was too much for human nature, they retired in agonies indescribable: even the neighbors stood appalled with horror, and it was some time before any could prevail on themselves to place their bodies on the bed. Signs of life being discovered, every aid which art could give was sought for, and obtained with the utmost celerity. The lives of the two youngest are despaired of, the eldest, it is hoped, may recover, being reserved perhaps by Providence for some special purpose.

The name of the perpetrator of this abominable atrocity, is Martin, he was known by the eldest child, the having for some time past been at the same school with him. For the cause of humanity it is hoped testimony sufficient to bring the perpetrator of this unheard of enormity to condign punishment may be obtained.

When the foregoing communication was forwarded to the editor hereof, Martin was in custody, had been examined before two magistrates and ordered to prison, but made his escape from the persons in whose custody he was, on the night of the 15th instant; therefore the following reward is offered for his apprehension.

300 DOLLARS

Will be paid to any person or persons who will deliver Isaiah Martin to either of the subscribers, living between Great Cacapeen and the North River, near the road leading to Moorefield, or to the keeper of the gaol in Romney. He is 5 feet 7 or 8 inches high, 18 or 19 years of age, of a middle size, very dark brown or black hair, dark complexion, rather of a yellowish cast, arising from his having had the ague, down look, his occupation a farmer, sloop shouldered, very much afflicted at times with the rheumatism. Had on when he made his escape as nearly as can be recollected, the following articles of clothing, viz. A reddish yellow roundabout, rather long, not much worn, lincey overalls of a dark color, a good deal worn, a wool hat half worn, old shoes, and a coarse home made shirt, but will in all probability change his dress (having other clothing in his father's) and perhaps his name; seldom wore stockings in consequence of which his ankles are very rough and ingrafted with dirt. He may perhaps endeavor to get on board a ship, being well acquainted in Alexandria.

All the printers in the United States will greatly serve the cause of humanity by inserting the foregoing in their respective papers.

ISAIAH LUPTON.  
ISAAC LUPTON.

March 19, 1865.  
N. B. One Hundred and Fifty Dollars only will be paid if he is taken in the county of Hampshire.

NOTICE.

THE members of the Baltimore Equitable Society for the insuring of houses from loss by fire, are hereby informed, that a general meeting of the society will be held at James Bryden's on the first day of April next, at 3 o'clock in the afternoon, for the purpose of selecting twelve directors and a treasurer for the society for the ensuing year.

Also, to take into consideration the propriety of extending the limits of insurance to the distance of fifteen miles from the city, being at present, by the law of incorporation of the society confined to five miles only.

By order of the board of directors,  
JOS. TOWNSEND, Secy.  
march 25 65

To Rent.

AS I intend declining the retail Grocery business, for the present, I will Rent the HOUSE in which I now live, to a good tenant. The situation is equal, if not superior to any in this city, for the wholesale or retail Wet or Dry Goods business. The store is large and convenient, and a cellar under the whole of the house.

KENNEDY LONG.  
N. B. If I rent my house, I will sell my stock on reasonable terms.  
march 9

The President and Directors of the Union Insurance Company of Maryland, have this day declared a Dividend of fifty per cent. On the capital stock of said company, for the year ending the 31st instant. One third of which agreeable to the articles of incorporation will be added to the capital stock of the company, and the remaining two thirds will be paid to the stockholders at their legal representatives on or after the 10th of April next.

By order,  
HENRY COURTNEY, Secy.  
March 25.

Just Received

And for Sale by the Subscribers.  
TWENTY chests fresh Young Hyson Tea, and 5 half chests superior quality Black Tea, for private families, Also 20 quarter casks Sherry Wine.  
JACOB & WILLIAM MORRIS,  
64, Market street.  
On hand,  
50 cases Cash Sallad Oil, 30 Barrels each Winter strained Oil, by retail, and A few boxes nice sperm candles.