

BALTIMORE: MONDAY, JULY 23, 1810.

MR. SPRAGUE'S ORATION. A friend at Salem has favoured us with a neat pamphlet containing a printed copy of an oration pronounced by Joseph E. Sprague on the 4th of July...

ERSKINE'S CORRESPONDENCE. It has been received, complete, by the editor of the Aurora—who has given the titles and dates of the nineteen numbers of which it consists...

TRADE OF THE SUSQUEHANNA. &c. A writer in the "American" of the 18th of July, very laudably endeavors to interest minded men in Maryland in facilitating the intercourse between Baltimore and the counties of Pennsylvania...

REMARKS ON THE YORK TURNPIKE ROAD, AND TRADE OF THE SUSQUEHANNA. Having made some observations on the York turnpike road, and the canal connecting it with the Susquehanna, at the head of the great catwalk, or falls of said river, we come now to make some further remarks on the trade of this river...

Some say, that Gallatin's defence either proves that Mr. Erskine misunderstood or misrepresented his conversation; Does it, indeed? Erskine's communications carry with them indubitable evidence of his abilities and candour...

But look at other facts. Gallatin was fluent in describing the eagerness of Mr. Madison for an agreement with England. Has not the precipitate arrangement with Erskine of April 1807, proved that it was so? Mr. Madison accepted promise for performance; and anticipated good faith from a nation that had uniformly acted treacherously...

We frankly confess this is the hardest part of an editor's hard duty, — to be obliged to differ with some of his party; to censure men, in preferring principle, and marking their deviation from it. In doing so, a man sometimes appears to be what he is not, a censorious faultfinder.

By an arrival at Boston from Bristol, London accounts to 2d of June have been received. Raineur is declared blockaded by the British.

RUMOUR. It has been reported by some passengers in the stage from the southward, that an English frigate had fired a broadside into the American brig Vixen, lieutenant Trip; that an officer was wounded in the Vixen, that the English captain had mistaken her for a French privateer...

Since writing the foregoing, we learn by a gentleman from Washington, that a letter has been received there from an officer of the navy, explaining the affair alluded to — the particulars he did not learn; but thinks that they will be published in the N. Intelligencer of this day.

TRADE OF THE SUSQUEHANNA, &c. A writer in the "American" of the 18th of July, very laudably endeavors to interest minded men in Maryland in facilitating the intercourse between Baltimore and the counties of Pennsylvania...

THE FOLLOWING IS THE SECOND ESSAY: FROM THE AMERICAN.

REMARKS ON THE YORK TURNPIKE ROAD, AND TRADE OF THE SUSQUEHANNA. Having made some observations on the York turnpike road, and the canal connecting it with the Susquehanna, at the head of the great catwalk, or falls of said river, we come now to make some further remarks on the trade of this river...

That the trade of this river is already great and flourishing, needs scarcely any proof. Heretofore, for the want of a suitable depot, with a sufficient capital, this trade has been scattered in various directions. Plank and scantling have some years ago been hauled from the Conawago Falls, before there was any turnpike road and the distance more considerable...

Yet, if further proof be wanting, it is furnished by Columbia, situated 16 miles below the falls on the east side of the river. Sixteen years ago there was but one house there, when the Philadelphians, about the time they commenced the canal above mentioned, fixed on this spot as the most eligible on the river for a port, and the nearest point of approach by water to Philadelphia, which is 75 miles...

When we enquire what the trade of this river is capable of becoming, as the western counties advance in wealth and population? every intelligent mind may be convinced that it is incalculable; and as this trade advances, in the same proportion will the York road stock advance in value; because the produce that will be carried thereon to Baltimore, will exceed that carried on any road in America.

To examine this assertion with accuracy and attention, let it be observed, that the Susquehanna river and many of its branches above the falls are navigable for many hundred miles; for instance the Juniata, a river that has boat navigation through several counties; Penn Creek; the east and west branches of the Susquehanna, which unite at the town of Northumberland. The first, or east branch of the Susquehanna itself, embraces a considerable part of the rich fertile Genesee country, and has a boat navigation for many miles towards their sources. The second or west branch above Northumberland receives the Bald Eagle; a branch from Clearfield; the west branch; Senamahoning, or the north branch of the Susquehanna; Lycoming; Muncy; and many other navigable rivers, the navigation of all which, are so easy and safe to the Conawago falls, that the produce of sixteen counties of N. York and Pennsylvania must come to this place; and it will even have a chance for part of the commerce of the lakes.

Let us now examine the relative and local situations of Philadelphia and Baltimore, and we shall not be at a loss to judge correctly, to which of these cities this commerce will most naturally flow.

The most eligible point from whence Philadelphia can draw this produce, would be from Columbia above mentioned; but to this place from the falls there is a very rapid current, and the most dangerous part of the navigation of the river. From the falls to Baltimore it is but 58 miles and no more, on a good turnpike road. This route gives Baltimore an exemption of 16 miles of dangerous water carriage, and 17 miles of land carriage. To obviate the dangers of this route to Philadelphia, and the apparent certainty that the greater part of the trade to Columbia will step at the canal, and from thence find its way to Baltimore, occasions the Philadelphians now to contemplate another route to rival Baltimore; which is, to make a five mile turnpike road, from the head of the falls on the east side of the river and opposite to the canal, to communicate with the road that leads to Philadelphia; but the fallacy of this attempt is self evident; because the advantage Baltimore will have of this route is still greater, namely, thirty miles of land carriage less than Philadelphia.

Thus, then, it appears, that the preference Baltimore has over Philadelphia to the trade of the Susquehanna is great and decisive; and its citizens have hitherto not been insensible to the improvement of her natural and local advantages, by artificial means, as their investments in the York road stock evidently prove. But they must not stop here; something further must be done, and that without delay. This brings me to the point I have constantly had in view, and of which I have not lost sight for a moment. The road to the canal, we are informed, will be completed in less than three months. Improvements at that spot should commence immediately; warehouses must be built; stores established; dwelling houses erected, and a capital brought there, to purchase the produce and lumber. It cannot be expected that one person alone, the present proprietor, should do all this. He has done much already; he has finished the canal; built a valuable merchant mill; a tavern; several dwelling houses; and a distillery; and should he be left alone, he will, no doubt, progress as he has begun, and put his shoulder to the wheel. But is it possible that Baltimore does not contain a few enterprising merchants, or minded men, who can make calculations, and study their own interest, by uniting with him, to bring this coveted spot, to that for which by nature it seems formed and intended, and which promises to be of incalculable advantage to themselves and to their city? Far be it from me to harbour such a thought. Nothing more can be necessary than to call their attention to this important object; and as the price fixed upon this property, is by competent judges deemed moderate; and several are waiting to embark in the speculation, this divided into suitable shares, will give a spring to the enterprise. The time then cannot be far distant, when we may expect the town of the Conawago to become a bustling scene of active business; and the York turnpike road greening under the weight of the produce brought down the Susquehanna, the second Chesapeake, to be conveyed to Baltimore.

A BALTIMOREAN.

Against the remarks of "A Baltimorean" a writer in Mr. Poulson's (Philadelphia) Advertiser arrays the following facts, which we republish, not to discourage useful enterprise, but to encourage beneficial competition.

1st. It is a fact, that all the produce which comes down the Susquehanna river, passes on the eastern side. Because on that side is to be found the only safe channel.

2d. It is a fact, that the canal which is to do such mighty matters for Baltimore, is on the west side of the river, and every boat that enters it, must encounter great hazard in crossing from the east side, in order to reach it.

3d. It is a fact, that the town of Falmouth is situated on the east side of the river just above the Conawago falls, and that the harbor there, is the next best to that at Middletown.

4th. It is a fact, that shares for stock to make a turnpike road from Falmouth to Elizabeth town, a distance of 5 miles, are now nearly subscribed for.

5th. It is a fact, that from Falmouth, the produce may be conveyed to Lancaster 33 miles, and thence either to Newport 40 miles (and so by water to Philadelphia) or immediately to Philadelphia, 63 miles by the turnpike road.

6th. It is a fact, that Flour will always bring from 75 cents to 1 dollar more per barrel in Philadelphia than in Baltimore.

7th. It is a fact, that Philadelphia stands first in credit with the manufacturers in Europe, and hence her merchants have not only cheaper goods, but better assortment of them.

8th. It is a fact, that whilst human nature remains prone to do the best for interest sake that the city of Baltimore will not monopolize the whole trade of that vast country, the produce of which passes down the river Susquehanna.

STATE PAPERS.

[The last Aurora contains nine papers from Mr. Erskine's pamphlet, and sundry notes or inclosures referred to in his dispatches. These, except the following, have been already published; and the correspondence in 1809, and the letters of Mr. Canning, &c. will be found in the Whig from the 18th to the 21st of last April—and others have been published in the three last papers.]

From Mr. Erskine's pamphlet, received at the office of the Aurora. (No. 8.)

Dispatch from the honourable David Erskine to Mr. Secretary Canning, dated Washington, 18th April, 1809.

Sir, I had the honour of receiving your dispatches, Nos. 1, 2, 3, 4, and 5, of the 2d of February, and your separate of the 2d of February with its several inclosures, which were delivered to me on the 7th, by Mr. Oakley, his majesty's secretary of legation, who arrived on the 3d inst. in the bay of Chesapeake, in his majesty's ship Rosamond.

I lost no time in endeavouring to carry into effect the important instructions contained in those dispatches, and accordingly waited on the secretary of state (Mr. Robert Smith) for the purpose of ascertaining officially, the general disposition of this government to enter into an amicable discussion of the differences between the two countries, as it appeared that the spirit of your instructions seemed to require my particular attention to that point, as being likely to afford the best ground for forming an opinion of the sincerity of your conciliatory professions which I had stated to you I had received informally from several members of weight and influence in the late and present administration of this country.

The secretary of state (Mr. Smith) having repeated to me the most unequivocal assurances of a cordial desire being entertained by the president and himself, for an accommodation of all the points of dispute between the United States and Great Britain, I opened the subject of your dispatch No. 1, namely, the reparation proposed to be tendered on the part of his majesty, for the attack on the Chesapeake, upon which Mr. Smith observed, that as a proof of the sincerity of his wishes that the affair might be amicably settled, he proposed to me previously to the delivery of my note upon that subject, that we should endeavour to agree upon some terms, which would not only be accepted, but which might preclude the necessity of any unfriendly discussions of the causes and consequences of that occurrence.

As this proposal appeared to confirm the assurances he had given me of his wish for an amicable accommodation of that affair, I willingly acceded to it, and explained to him the nature of the reparation which was intended to be offered. — With the terms of satisfaction for that injury, as far as they went, he appeared to be satisfied; but observed that he had fully expected some assurance would have been given, that an adequate punishment for (what he termed) a flagrant act of aggression should be inflicted on the naval officer, by whose directions it had been committed, or that at least a court martial would have been ordered by his majesty upon his conduct; and he added, that as the president had dwelt with so much force upon the propriety and necessity of some redress of that sort, he was afraid that he would think it incumbent on him to require it.

In obedience to your commands, I peremptorily declined holding out the least expectation, that any further mark of his majesty's displeasure would be shown towards admiral Berkeley, on account of the part he took in that transaction.

After a day's consideration on that point by the president, assisted by his cabinet, it was communicated to me by Mr. Robert Smith, that any demand of further punishment would be waived.

I found in the course of several interviews I had with Mr. Smith, that any allusions, which might be made by me to the details of the affair of the Chesapeake, of the causes which led to it, and of the discussions which followed, would be likely to bring on a complicated and fruitless controversy.

I therefore founded my official note upon the circumstance of the equality which had been produced by the operation of the non-intercourse act, in the relations of the United States with the belligerent powers, as having afforded the opportunity to his majesty to offer an honourable reparation for the affair of the Chesapeake, which it is universally known was only withheld on account of the partiality of the proclamation which has been since merged in the general effect of the non-intercourse act.

The reply of Mr. Smith acknowledges the operation of the non-intercourse in producing that equality, and only intimates "that it was the result incident to a state of things growing out of distinct considerations."

I have the honour of inclosing a copy of my note marked (B 1) to Mr. Smith on the 17th instant, and his answer marked (B 2) which terminated our negotiation on this subject.

I have the honor to be, With the highest respect, &c. (Signed) D. M. ERSKINE.

(To be continued.)

RURAL ECONOMY.

An essayist who signs himself ARATON, in the Farmers Magazine, very sedulously defends the practice of picking seed wheat, to prevent crops from being smutted. "One fact with a practical agriculturist, says he, has more weight than a hundred reasons." Speaking of the prejudices entertained against preparing seed wheat in this manner; he says:—

"I used to characterize pickling as a branch of the quack system, and with great confidence required at those who differed with me, how a drop of urine or water mixed with salt could be capable of preventing wheat from being smutted. Fully satisfied with the correctness of my principles, I acted accordingly, and persisted in their rectitude, till I had not a sound field of wheat upon my farm. The result served to open my eyes, though you may be satisfied that I paid dearly for the operation. I then imitated the practice of those whom I had formerly considered as less enlightened, and can with confidence maintain, that since I regularly used stale urine as a pickle, and saturated the wet grain with hot lime, I have rarely ever found a smutted head of wheat in any one of my fields. This system I have sedulously followed for twenty five years, and in that period have sowed wheat to an extent not much exceeded by any farmer in the island.

Having stated what happened in my own case, I shall briefly detail what occurred upon a farm in my neighbour, hood, which I had occasion to find out when employed upon the premises as an arbitrator. The outgoing tenant, had sown the whole of his wheat fields with dry seed. The farm was afterwards set to another tenant, who to procure immediate entry, agreed to pay for labour, manure &c. &c and the amount of these articles was left to be settled by arbitrers mutually chosen. It fell to my lot to be one of these arbitrers; and the business was soon despatched before harvest it was discovered that every field was less or more smutted; and though the old tenant, strictly speaking was not liable on that account, it was judged proper to examine the fields, and ascertain the extent of the damage. This the arbitrers did in the only way in which it could be ascertained. They employed a careful person to walk across every field, and to cut a handful every six ridges, which when brought out was examined by them, and the number of sound and diseased were carefully marked. The result was that upon no field the number of smutted heads, was less than ten in the hundred; upon some of them forty and fifty; and in one not fewer than seventy. Taking an average of the whole, the loss exceeded one third of the crop, laying no stress upon the injury done by the smut to the grain that was otherwise sound. This is a correct state of that unfortunate business; and having given it, permit me to offer one or two passing observations.

In the first place, when the loss from smut is so great why will a single agriculturist be so fool-hardy as to run any risk, seeing it may be completely avoided by pickling the grain that is used for seed? I by no means question, that sound grain will not be procured from unpickled seed, under certain circumstances. Wheat does not smut in a single season no more than potatoes procreated from sound seed become curled when planted a second time. Wheat completely pickled in one year probably will not be smutted in the second year, at least to no more than an inconsiderable degree; but persist with using the same seed in a dry state, the consequences are certain and fatal. But why run the smallest risk? Pickling can be completely executed at sixpence per acre; and does this trifling expense (laying no stress upon the difference) bear any affinity to the loss which arises from a smutted crop? Certainly not. The premium is but a trifle when compared with the imminency of the benefit.

Boston, July 15. By Capt. Hobbs, of the schooner Regulator, arrived yesterday, we received Halifax papers to the 3d inst. All the regular troops at Halifax have been ordered to Portugal. The 7th regiment had sailed, and the 23d was held in readiness for embarkation. The American ship Pigou, from Philadelphia for Gottenburgh, whose detention has already been mentioned in the papers, arrived at Halifax June 31. This we presume, is the ship alluded to in the letter received in town yesterday.

HALIFAX, July 5.

We are authorised to say, that his excellency the governor has issued directions to the principal officers of the customs throughout the province, not to give a clearance to any vessel laden with pickled fish, until certificates are produced from the inspectors, that the fish is in good order and has been properly packed in barrels of the size required by the Act of this Province—39th Geo. III, cap. 2, sec. 3.