

Total for carrying a bbl. of flour, 97 1/2

Here it appears by an authority which we all know how to respect in such matters, that by these modes of conveyance, a barrel of flour, may be carried nine hundred and seventy-three miles for ninety cents, or 100 miles for nine cents and 3/4.

9. It is an object which involves both our curiosity and interest, to see the rates of toll charged and received by the State of New-York upon produce and merchandise, for transportation on the Erie Canal. They are extracted from the "Canal Laws" of that State.

\* On salt, half a cent a ton per mile. Gypsum or Plaster of Paris, half a cent a ton per mile. Flour, meal, and all kinds of grain, salted provisions, pot and pearl ashes, one cent a ton per mile. Merchandise, 2 cents a ton per mile. Timber squared and round, half a cent for 100 solid feet per mile. Boards, plank and scantling, reduced to inch measure, and all siding, lath, and other sawed stuffs, less than one inch thick, half a cent for a thousand feet per mile. Shingles, one mill, or the tenth part of a cent a thousand per mile. Bricks, sand, lime, iron ore and stone, half a cent a ton per mile. Rails and posts for fencing, two cents a thousand per mile. Wood for fuel, one cent a cord per mile. All fuel to be used in the manufacture of salt to pass free. Boats made and used chiefly for the transportation of property, on each ton of their capacity, one mill per mile. Boats made and used chiefly for the carriage of persons, five cents per mile of their passage. Staves and heading for pipes, one cent a thousand per mile. Staves and heading for logheads, 7 mills, that is, 7 tenths of a cent a thousand, per mile. Staves and heading for barrels or kegs, 5 mills, or half a cent a thousand, per mile. All articles not enumerated, one cent a ton, per mile.

The Commissioners speaking of the Champlain Canal in the year 1821, in their first report after its completion say, that "Although the navigation was interrupted for three months by a deficiency of water on the summit level, yet during the Spring and Fall considerable quantities of lumber were transported from Lake Champlain to the Hudson. The whole quantity of lumber which passed Whitehall is as follows. One hundred and fifty-nine thousand boards, ninety-eight thousand plank, thirteen thousand cubic feet of pine timber, ten thousand cubic feet of hemlock timber, twenty-nine cords of tanners bark, twenty-four cords of fire wood, one hundred and four thousand oak staves, forty-nine thousand shingles, three thousand four hundred and eighty sawlogs, ten thousand rails, nine thousand cedar posts, and eight thousand fence boards."

These statements are so interesting in a practical view, that the reader will probably be gratified with still further evidence of the amazing changes instantly produced in the state of a country by throwing open the opportunities and advantages of a market.

The Middle section of the Western Canal is 95 miles long, and nearly the same as the distance from Raleigh to Newbern, the latter being about 100 miles in a straight line, as a Railroad would pass.—Between this Middle section and the Hudson river, lay the Eastern section, still unfinished, so that all the trade carried upon the Middle section at the time of its completion, and for a year afterwards, was obliged to find its way down to Albany under the greatest disadvantages, and after the old fashion. In the year 1822 the Commissioners delivered to the Legislature of New-York the following as a part of their report.

"This Middle section has been navigable during the whole of the last season, with the exception of a few days which were employed in making repairs, and which interrupted the navigation for a part of the time only. The tolls which were collected during the same period, including those received at the Little Falls and on the old Canal at Rome, amount to the sum of twenty-three thousand, one dollar and sixty-three cents. This amount has been principally derived from the following articles, which have passed upon the Canal the last year, to wit: 44,723 barrels of flour, eighty-five thousand three hundred and forty bushels of salt, 5,543 barrels of provisions, 4,472 barrels of pot and pearl ashes, 133 barrels of oil, 13,078 bushels of wheat, one million sixty-one thousand and eight hundred and forty-four feet of boards, 71,000 bushels of lime, 77,473 gallons of whiskey, 45,192 posts and rails, 772 tons of gypsum or plaster of Paris, 40,981 feet of timber, 2,500 tons of merchandise, 65 tons of household goods, 35 tons of butter and lard, 2,481 boxes of glass, 923 thousand shingles, 47,754 oak staves, 2,761 hoop-poles, three thousand staves, 9,992 pounds of maple sugar, 1,735 pounds of geese feathers, 8,100 pounds of rags, 8,350 pounds of cheese, 100 reams of paper, 406 pounds of hess wax, 4,238 pounds of wool, 14,000 bricks, 3,500 pounds of hops, 8,200 bushels of grain, 47 waggons

\* See "Canal Laws of New-York," Vol. II. p. 23.  
† See "Canal Laws of N. York," Vol. II. p. 32.  
‡ See "Canal Laws of N. York," Vol. II. p. 92.

and 10,000 lbs. besides a variety of articles of less importance."

This was for the year 1821, which was the very first after the Middle section was finished, and began to be used by the people.

The Canals of New-York are the property of the State. We have seen how small are the rates of toll upon the transport of goods, lumber and materials of all sorts. They are such as a cent, or half a cent a ton per mile. Yet it appears that the State in 1824 derived from them a revenue of more than three hundred and forty thousand dollars. In 1825 the payments from such small tolls rose to more than five hundred and sixty six thousand dollars; and in 1826, the income to the State from the Canals amounted to seven hundred and sixty five thousand dollars! If this had been foretold to the people of that State, before the work was commenced on the 4th of July 1817, would it have been believed? In the last year, 1826, the State, after defraying all the expenses of the Canals, paid off five hundred thousand dollars of the debt which it had contracted in digging its Canals. As soon as the whole of that debt shall be extinguished, and this will evidently soon be done without taxes for the purpose, so large a revenue will be unnecessary, and the government may be supported with scarcely any tolls, and no taxes whatever.

Such are the advantages resulting from the Canals of New-York to the people of that State, in regard to revenue and relief from taxation, beside the privileges of going to market at so trifling an expense, that no man feels it. Yet if the Canals of New-York were now out of existence, they would never be commenced, though the people had all the assurance of profit, which experience has now actually given them. A double Railroad could most certainly be constructed from Albany to Buffalo for less than half the money paid for the canal, tho' the Railroad were made of iron. But beside this, far the greater part of the distance would have admitted of carriage by the locomotive engine, carrying 50 tons 6 miles an hour, or 90 tons 4 miles an hour, whereas a boat ordinarily carries no more than 30 tons three miles an hour, while horses are much more expensive than steam. In the year 1817, when the Western Canal of New-York was commenced, Railroads were scarcely a subject of thought or knowledge in America. It is since that time that their superior merits in comparison with Canals have been fully illustrated, and established both in Europe and our own country.

As soon as a Railroad should be finished from Newbern to Raleigh, the State might instantly begin to realize, by such tolls upon it as would be imperceptible to trade, many thousands of dollars, which would assist in extending the road westward. And as the income from the finished part would be increased every year, both by a greater length of the road, and the growth of trade, it would reach the western limits of the State in much less time, than if it depended solely upon the fifty thousand dollars raised by the annual Railroad tax of 37 cents.

After the completion of the whole, the stock owned by subscribers, according to the method already explained, would, if it had been accomplished in five years, amount to two hundred and fifty thousand dollars at 8 per cent, bringing an aggregate to the owners, of twenty thousand. The annual collection from tolls, would doubtless be not less than a hundred thousand. To keep, however, within safe limits, we shall suppose that the sum thus realized, would prove to be no more than seventy thousand. By twenty thousand of this the 8 per cent. would be paid to the stockholders, and fifty thousand would still remain. This could be united with the fifty thousand raised as the annual fund, towards purchasing the stock originally made redeemable at the pleasure of the State. It would thus be reduced to one hundred and fifty thousand, the interest upon which, to be paid out of the tolls, would be but twelve thousand.—This implies that six years would have elapsed from the beginning of the work.—The population of the State would in this time have increased, by its ordinary progress in the growth of families, by the powerful check which the opportunities of market would put upon the current of migration to the west, and lastly, by an influx of inhabitants from abroad in consequence of these greater privileges, and the increased value of lands. The Railroad fund of fifty thousand, at present raised by each man's paying 37 cents, would by that time have grown at least to sixty thousand, the tolls to a hundred thousand, the subscription would be paid off, and the Railroad with its total annual revenue, would become the clear property of the State.

Here then is an enterprise in which there is complete and perpetual safety. No one will suppose that a Railroad can prove impossible, and must have to stop. Should this however be even imagined to happen at the end of any time, as of two years, who would complain or lament as a sufferer, for having paid three quarters of a dollar in two years, to put to trial an object, the failure of which no human foresight could be supposed to anticipate.—But whatever may be tho' of other modes of improvement, the making of a Railroad cannot necessarily

all, nor become oppressive, in such a country as ours and by such means as are proposed. It must go on and be successful, so long as the people, under the smiles of Providence, choose to say that it shall. Is there a youth in North Carolina, whose bosom beats not with an ardent wish, that such an undertaking may be found practicable, and that he shall see this grand instrument of our individual success, and our public prosperity and glory speedily unfolding to his view, and finally completed in all its perfection and efficiency? Is there a young man of twenty-five, whose eager hopes do not look forward through the short period now before him, to this scene of life and activity where commerce shall assemble all her countless springs of action, inspiring enterprise, multiplying opportunities of improvement and wealth, and transfusing around her into the bosoms of all the vivid alacrity of actual and prospective success? Is there a man in his prime of 35 or 40 years, who can think that five or six years, are too long to look forward to so felicitous a consummation? Can he adopt a more effectual method of increasing the value of his present property as well as all that he shall then hold? Is there a father or mother advancing towards the close of their years, who, so far as the worldly prospects of their family enter into their consideration, and are subjects of their concern, could wish them a better inheritance, than the efficacious means of competency, and future property, thus secured to them and their children.

Shall we not then, unitedly say to our Legislature at its present session, Proceed at least to authorize the employment of an Engineer. And to save time, call upon us for a contribution for the very next year by a tax of 37 cents as a Railroad fund, that it may stand subject to the disposal of the people at the session next to succeed. CARLTON.

November 3.

[From the Charleston (S. C.) Gazette.]  
**The Presidency.**—A system of hypocrisy more barefaced, and a tergiversation more gross and indecent, does not disgrace the annals of any country, than is evidenced by the present coalition, or rather conspiracy, against the Republican Administration of Mr. Adams. Since Mr. Van Buren, who is a notorious fox in politics, and winds and turds upon his trail with a slyness and sagacity which his sweet address renders peculiarly bewildering, has given the cue, there is no paper more devoted to General Jackson than the Alabama Argus—but is it honestly so? As I set out resolved to condemn the opponents of the republican Party out of their own mouths—let us see:

[From the Albany Argus of May 18, 1824.  
"The fact is clear, that Mr. Jackson has not a single feeling in common with the Republican Party. The reverse of that, he desires, and makes a merit of desiring the total extinction of it [alluding to his letter to Mr. Monroe].

"It is an idle thing in this State, however it may be in others, to strive even for a moderate support of Mr. Jackson. He is wholly out of the question, so far as the votes of New-York are in it. Independently of the disclosures of his political opinions, he could not be the Republican candidate. He is respected as a gallant soldier, but he stands in the minds of the People of this State, at an immeasurable distance, from the Executive Chair. His habits of life, and his politics, are quite too summary for him."

Now who can doubt that the movement against Mr. Adams is anti-Republican? There is not a man who, in manners, in feelings, in antipathies, and in hopes, is bitterly an aristocrat, at least in this quarter, who is not opposed to Mr. Adams, who, all admit, is a model of simple, dignified, wise, and learned Republican Statesman. There must be, there is, something more than a mere preference for Jackson, at the bottom of the Opposition. The Union is the palladium of Republicanism—its dissolution would be the parent of little State aristocracies. Will not the people be up and moving? CATO.

As the Opposition papers attach much importance to the political opinions as to the Presidential candidates, which are obtained at military musters, we take occasion to submit to them the result of a late test of this character. At a recent regimental muster in Jefferson, Missouri, there was an election (as it is called) for Adams and Jackson. The result was—for Adams 376, for Jackson 27. The day was very rainy, which prevented many from turning out, or a still more decided majority would have been obtained for Mr. Adams. National Journal.

The Jacksonites are upon a new scent—they have dropt the President's Baltimore toast and are now in full chase of Mr. Markley. We wish a list of the names of those who recommended him to his present office was before the public—it consists of every prominent Jackson man in Congress. Balt. Tat.

By the late fire at Mobile, one hundred and sixty nine from buildings, besides warehouses and outhouses, were destroyed. Loss estimated at from \$90,000 to \$1,000,000.

**Buenos Ayres.**—By accounts received from Buenos Ayres, we are informed of the dissolution of the confederacy by which the various provinces of that country had united themselves under the Government of Buenos Ayres. It is said, however, that their energies will still be united for the defence of the Banda Oriental. The war against Brazil will still be prosecuted with the utmost vigor; and it is hoped that the calculations of success which their enemies may have founded on the fact of their disunion, will be frustrated by the result.

**Mexico.**—Appearances are unfriendly to freedom in Mexico. A letter will be found in this day's Journal, which concludes with an expression, in a prophetic tone, of the fear that the Government of that country will yet settle down into a despotism. We shall deeply regret, if circumstances should bring into our neighborhood a system so degrading to human intellect. We should deeply regret to receive such evidence as it would afford to us of the unfitness of that people for an enjoyment of that blessing of freest institutions, which canonically be the reward of public virtue and intelligence. We trust, therefore, that the prediction will never be fulfilled. Nat. Journal.

The only intelligence of moment in our domestic affairs, is the melancholy information of the destruction of the greater part of the thriving city of Mobile, by fire. Of the particulars of this visitation, as regards its origin, its precise extent, and the sufferers, we have yet to learn. The estimate, as it has reached us, states the number of houses destroyed at above two hundred and the loss of property at upwards of one million.

The elections in New-York, for Assembly, took place last week. We have as yet only received the returns from the city of New-York and the nearest counties. The election in the city, although it could not affect the Presidential question, turned in a good degree on that point, and, as we were prepared to expect, the ticket which was headed with the name of Jackson, prevailed. It is difficult to say what will be the precise complexion of the Legislature with respect to that question, but as that body will have nothing to do with it, it is of little importance. When the votes come to be taken on the electoral ticket, the Administration ticket will obtain a great majority of the Districts in the State.

In Virginia the reaction of public opinion in favor of the Administration is beyond our most sanguine expectations. In nearly sixty counties meetings have been held, or called, of the friends of the Administration, for the purpose of nominating Delegates to a Convention at Richmond, for the purpose of preparing an Electoral ticket in favor of Mr. Adams. Should the spirit which has thus manifested itself in favor of the Administration, go on as it has commenced, the State of Virginia will, at the next Presidential election, be redeemed from the state of degenerating submission to a few political leaders, in which her energy and character have so long suffered. Nat. Journal.

**Prospects of the West.**—William Darby, the Geographer, has published an essay upon the relative progress of population east and west of the mountains, as the foundation of an argument in favor of roads and canals. He estimates the territory east of the mountains at two hundred and sixty thousand square miles, & the territory in the valley of the Mississippi at seven hundred and forty thousand square miles, after deducting one-eighth for tracts not fit for habitation. The eastern district in 1820 contained six and a half millions of inhabitants; the western district less than three millions. In forty years, the Western population will be fifteen millions; and this tract will contain two-thirds of the people of the United States. Darby is of opinion, that in this state of things, unless Washington City shall be made the centre of a general system of Roads and Canals, the seat of government will, by the most natural process, follow the centre of population, and will finally be settled in the western region. National Historian.

**NORFOLK, NOV. 9.**  
**Most distressing casualty.**—Mr. Leinwell Butt, a respectable inhabitant of our Borough, was yesterday morning cut off in the flower of life by one of those dispensations of inscrutable Providence, which are daily teaching us the frailty of earthly hopes, and the brittle tenure of man's existence. Mr. Butt had been two days on a visit to Mr. Charles Lee, a relative, living a few miles from town, and was returning yesterday morning with Mr. Lee in a phaeton, when on entering upon the eastern toll bridge, the horse took fright and fled; Mr. Lee threw himself from the phaeton and lighted on the bridge unhurt, but Mr. Butt, in attempting to follow his example, it is supposed struck one of his feet against the wheel, which threw him off his balance and pitched him head foremost on the bridge; his head was so badly fractured by the fall that he almost instantly expired.

Sorrowful as this fatal event is to itself, it is rendered infinitely more so by its consequences: an amiable wife and five

small children, have thus, almost in the twinkling of an eye, been deprived of an affectionate husband and father, plunged into unutterable woe, and left destitute of the means of support. May a merciful Providence "temper the blast to the shorn lamb." The deceased was in his 35th year; he was a worthy member of the Methodist Church, much esteemed by his acquaintance, and uniformly kept the even path of duty to his Creator, and of peace and goodwill towards his fellow men. Beacon.

**FIRE!**  
Another great misfortune has befallen our town. The extensive Building on Bollingbrook St. called the Exchange Coffee House, owned and occupied by Mr. John Niblo, was on Saturday night last, about one o'clock, discovered to be on fire, and the Engine Companies were prompt in their attendance, and the supply of water afforded by the Aqueduct very abundant, yet, notwithstanding all exertions, before daylight appeared, it was a pile of ruins. How the fire originated is not certainly known; but we are gratified in being enabled to inform our distant readers, that owing to the uncommon exertions of the Citizens who were present, none of the valuable property adjacent was in the least injured.

The Exchange Building was erected in 1818, and insured at \$14,613 in the London Phenix Office, and \$19,787 in the Mutual Office, Richmond, making in the aggregate \$34,400. It was taken by Mr. Niblo as soon as completed; and under his management it is well known to have become one of the best Public Houses in the United States. Petersburg Intelligencer.

**Snelson, the Bank Robber.**—A few days since we copied an article from the Richmond Enquirer, giving an account of the robbery of the Bank of Virginia, to the amount of forty thousand dollars, by one Snelson, alias Maxwell, who was employed as the teller of the Bank. It was pretty well understood that this person passed through New-York on Wednesday, the 24th of October. We now learn, by means of a letter just received in this city from Montreal, that Snelson arrived at that place on Sunday, the 28th ult. and departed in the steam-boat Chamblay on Monday evening. On the Wednesday afternoon following, a person arrived in pursuit of him, and the same evening took the steam boat Hercules, for Quebec, where he arrived on Thursday night. Twenty-four hours previous to his arrival, a vessel had sailed for Liverpool, in which Snelson was passenger. On Friday morning, at 5 o'clock, the steam boat Hercules was despatched in pursuit, and proceeded nearly to Kamouraska, ninety miles down the St. Lawrence, below Quebec, when it returned, having been unable to overtake the ship, or even to come in sight of her. The wind was blowing fresh from the westward. Alb. Argus.

**Bugs outwitted!**—A traveller in the piney woods country stopped for the night at a house that promised, in huge characters, "Lutur Taw-mint For man and Hoss Ilear." Having appeased his appetite on butter-milk and hoe-cake, he stretched himself on a pallet to seek repose; but was surrounded by such an army of Bugs, that to close his eyes was impossible. Exhausted with the fatigues of his journey, and the exertion of defending his person from this unprovoked attack, he was about to surrender himself to despair, when a thought struck him: To retreat would look cowardly—to surrender to the mercy of his assailants, was horrible—and hang himself, after the manner of John Bull, for vexation, was not to be thought of. What then? Finding it impossible to hold combat with such unequal odds he resolved upon a coup de main. Carefully throwing off the covering so as not to alarm the enemy, he composed himself as if for sleep. The foe thrown off his guard, poured in upon him with his whole force, and commenced their work of blood. Now was the time our traveller displayed his generalship. Leaping from bed, and seizing the four corners of the bottom sheet (the rest of the bed clothes he had previously removed,) he drew them together in a hard knot, and in the twinkling of an eye, whisked it, Bugs and all, out of the chamber window! He afterwards laid down, and enjoyed undisturbed repose till morning.—Macon (Ga.) Telegraph.

The Taunton, Mass. Reporter states that a woman in a neighboring town, afflicted with the tooth ache, had recourse to the Oil of Tansy procured from an essence pedlar. Although but one or two drops were applied to the tooth, the effect was fatal—the woman surviving but a short time.

The Portland Advertiser says, that the Executive of Maine has taken prompt measures to assert the violated rights of our citizens, and vindicate the sovereignty of the State from the aggression of the British authorities at New Brunswick. The arrest, fine and imprisonment, of an American citizen, by a foreign Government, it is added, has awakened the attention of the community, and called for the interposition of our civil authorities.