

FROM THE PHILADELPHIA UNION.

TO THE EDITORS.

I have hitherto delayed answering Homo, preferring rather to wait the appearance of his plan for a general paper currency, in lieu of specie. That plan appeared in your paper of Wednesday last, and I will now give it a cursory examination. I do not mean to enter into a full analysis of the incalculable mischief with which it is fraught, because I trust I shall prove, in a very few words, that its very basis is laid on the necks of the people of the United States. The truth is, gentlemen, I intended at first to treat this matter lightly. It appeared to me so ridiculous to maintain that a wholesome, independent country, like this, peopled with freeholders, and abounding in all the stamina of physical and moral strength, could not pay its debts without a resort to the miserable expedient of a paper currency, that the mischievous tendency of such a maxim almost escaped my attention. Neither is Homo the only writer who endeavors to inculcate such dangerous doctrines. The newspapers swarm with wretched financiers, quacks and desperate speculators over head and ears in debt, who maintain that, because they cannot pay their debts without a resort to paper money, "that it is impossible for this world to go on without it." These desperadoes in financiering, make all the noise we hear; and it is these who clamor eternally because the banks are taking the only measures which can possibly bring about a wholesome state of public credit, and restore, in as great a degree as is desirable, a specie currency. It is these people who exclaim that property is sacrificed for half its value, when it returns to its real estimation and ceases to be bought and sold at the speculation price. It is they, too, who tell us every day, and all day long, that a general bankruptcy must follow the resumption of specie payments, because that resumption will bring with it the necessity of their paying for the land they have bought and the houses they have built, upon speculation. These clamors, exaggerated and interested as they are, deceive the public—impose upon legislative bodies, and often bully the banks into a departure from the salutary mode they have lately been forced to adopt—of calling in their debts and circumscribing their discounts. I have thought it necessary to premise these things, in order that I may not be charged with a want of sympathy for the distresses of my fellow creatures. Homo's sympathies are all on one side, and altogether monopolized by the merchants and speculators. I too have my sympathies, but I confess they are not those of Homo. I feel for the pauperism of thousands of industrious laborers, who have been swallowed up in England by the paper system. I feel for those gallant officers of our own country, whose scanty pay is diminished one half in value by the operation of this paper system. I feel, also, for our own sturdy farmers and mechanics who have been lured into the vortex of extravagance and speculation, by the example and seductions of the paper system. But when I see bloated speculation writhing under the punishment of its crimes and miscalculations; when I see those who have been pampered and fattened into an unnatural growth, by the abuses of the paper system, returning to their original nothingness, under the salutary operation of their correction, I have not humanity enough to throw my sympathies away on such merited suffering. When, in the operation of a salutary and wholesome corrective of a great public evil, partial mischiefs result, it is but justice that those who gained by the mischief, should be the greatest sufferers by its cure. With these observations, which have been drawn into a greater length than I at first intended, I will proceed with my remarks on Homo's plan, if plan it can be called, which carries with it, in its preliminary position, a condition which, the moment it is submitted to, will put rings in our noses.

source of undue influence, without having this dangerous plan? Is it not more certain than fate itself, that it would lead to the complete subversion of that glorious freedom of will, which, when politically exercised, is the very corner stone of liberty? Would not the state governments, under this arrangement, completely control the state elections? Would not—for such is human nature—would not individuals and associations be preferred in the distribution of this money, for their politics; and would not their votes and influence be an equivalent for a preference in one case, or a refusal in the other? I believe as much as any man in the virtue of my fellow men, but God forbid that I should assent to a plan for putting every one of my countrymen in the way of temptations he could not resist. We all have seen the time, and we may live to see it again, when a democrat would never have got a dollar of this money in New England, or a federalist in the republican states.

But it may be urged that the government of the United States, by its constitutional power of establishing a currency, has all along exercised a similar right of monopoly to the issue of money. No two cases, however, can differ more than a monopoly of specie issues, and one of paper. Specie has an actual value; governments must pay for it like other people; and they issue it at the same price that they pay. They cannot create it by millions, as they do paper money, and consequently it affords them no power whatever, except that of merely putting a character of nationality upon it, as indicative of the sovereignty of the state. But once give a government the power of making money out of rags, and distributing it by favor among the parties to this confederation, and it will possess the means at once of corrupting every body that is susceptible of corruption. I could enlarge still further on the subject; but I have already, I think, said enough to satisfy every reader that Homo's plan is worthy only of that dear "Little Island," as he calls it, from whence he seems to draw all his ideas of truth and utility. I know not, gentlemen, whether Homo is blind or not; but I cannot refrain from a sort of indignant wonder that he should still persist in holding up that Poor House among nations, as an object of imitation to us. Is it now—is it in the face of her thousands and ten thousands lying to this country for bread, that he recommends her policy and example? Is it in the face of her millions of paupers, that he calls upon us to do as she has done? Is the example of a country where the human race is debased below machinery, and twenty human beings are not worth a spinning jenny—where the people are the victims of the paper system, and the government the slave of money brokers, who prescribe the terms of those loans without which the system could not go on—is it, I ask again—is it such a system, and such a country, that he holds up as an object of imitation to the United States of America!

I remain, gentlemen, your humble servant,  
PARYS HOMO.

FOR THE NATIONAL INTELLIGENCER.

That man who determines to combat malice and stupidity when and wherever to be found, will find himself involved in an endless progression of useless controversies. Being fully persuaded that malice and ignorance have a proportionate tendency to contribute to the unhappiness of society, it is only necessary to designate the turpitude of the one from the pity of the other.

I would here wreat from unmerited obloquy the fair reputation of our brokering fraternity; but, at the same time, I do not promise to waste my paper and time in bursting the foetid bubbles of a "Cato's" creation. A man who scribbles for his idle amusement, and whose productions are not seldom the legitimate progeny of consummate stupidity, does not deserve to have his ludicrous positions controverted by a man of common intellect.

A man whose knowledge of banking extends so far back as 1814, knows very well "from whence come our present difficulties." A desire to procure wealth without work, is the great primeval cause of the existing derangement in the currency of our country. The inordinate and unprecedented number of banks has had a mutual tendency to enervate their powers to promote the interest of our community; that is, by a woful mal-administration of their affairs, they become engines of ruin to all who are concerned in their prosperity or misfortune. While ruin was frowning in every face, each eye was endeavoring to penetrate the veil, and, if possible, project some scheme by which we might extricate ourselves and our country from impending perdition. The want of confidence on the part of the banks put it out of their power to grant to customers their wonted facilities; and under such a state of things, it was not presumed that any thing could possibly ensue, but a general derangement of every description of business. Then it was that multitudes pounded the question which has been rehearsed by a braying "Cato"; "what is to be done?" Notwithstanding the universal consternation, it was pretty generally admitted that, in order to produce a restoration of public confidence, other institutions must be established to supply as far as possible the deficiency of banks. This juncture of events gave rise to an additional number of brokers, whose operations contributed in no small degree to the simultaneous resumption of specie payments throughout the principal cities of the union. As might be expected, a thorough cure could not be accomplished without probing many ulcers, and amputating many shattered limbs of a body which from "head to foot was nothing but wounds, bruises, and purifying sores." Brokers have effected what would have been done, in part, by every man of the community. If their operations had had a tendency to demolish many institutions which had been established for the purpose of swindling an unwary public, they have also fostered those which were entitled to their confidence and support.

We shall require some years more of their useful services before all those arsenals of corruption can be exploded. They (the swindling club) frequently cry "peace, peace, when there is no peace." As to the brokers of this district, their operations have brought relief to our banks, inasmuch as they have performed a duty with a degree of lenity which never could have been expected from a non-resident. It is known to the officers of banks that, when strangers have visited their institutions and required the payment of their notes, they experienced much more difficulty than when demands have been made by brokers of the place. In the foregoing part of this essay I have asserted that all of our present monied embarrassments

might be ascribed to the great multiplication of banks. A little investigation will, I think, set this point beyond all controversy. If it be affirmed that our difficulties arise from the accumulation of foreign debts our imports so far exceeding the exports of our country, I would still maintain that this evil is the consequence of a too great number of banks. Were there fewer banks, and did no fictitious money float about in our country, our imports would be diminished one third; for men will be extravagant who are disposed to be so, as long as they can obtain money to expend in "wasteful and fashionable display."

I would now inform Mr. "Cato" that a replication to his effusions constituted no part of my design in saying what I have; but, after all, I do most humbly hope that neither he nor the public will apply to me the dreadful epithet of "egotist," while I undauntedly subscribe myself

Georgetown, May 15.

TO THE EDITORS.

KINGSTON, (TENN.) 1st MAY, 1819.

Gentlemen: I see in your late papers an extract from a Kentucky paper, approving of the bill before the House of Representatives of the United States, at the last session, for the sale of the public lands for ready money only. As I have not seen any observations by any editor of a paper of this state, on the subject, I have to say, that on the day that your paper reached this place, that first gave information of the bill's being on its passage, the Circuit Court was sitting here. I showed it to a number of citizens, some rich, some poor. Since that time, I have been through several counties, and have never yet heard a man say otherwise than that it would be the best law that could be passed. Therefore the western people will, I believe, almost unanimously approve it. Within a few days past, I have seen a number of people from the Alabama territory, who say the general talk there is about petitions to Congress, at the coming session, to prolong the time of payments for the land bought there; and it is, I believe, now, the prevailing opinion that the purchasers will suffer much by their imprudent speculations. As you have been the principal cause of bringing this subject to the notice of the people, let me beg of you to continue your remarks on it; for it will undoubtedly be of infinite service to the Union, that the bill, before the House at the last session, should pass, as I am in hopes it will. For, should the present mode continue, and the people of every new state be indebted, at its creation, to the Union, to the tune of several millions of dollars, the consequences, in my opinion, may be very fearful ones.

A Citizen of E. Tennessee.

NAVIGATION OF THE POTOMAC.

The following letter, evidently from the pen of an intelligent man, we copy from the Baltimore Morning Chronicle. The subject of it is equally interesting to the people of Virginia as to those of Maryland; and yet more so to the inhabitants of this District. A spirit has been lately displayed, at times in the Legislature of Maryland, auspicious to our best hopes on this subject.

Extract of a letter from a merchant of Baltimore, to a member of the House of Delegates.

BALTIMORE, FEB. 8, 1819.

Dear Sir: Your letter of the first inst. in reply to my former letter, relating to the bill to establish a Board of Commissioners for the promotion of Internal Improvement, did not state to what particular improvements the attention of the Board would be directed if the bill should become a law; but I presume it will be directed towards roads, canals, bridges, and perhaps seminaries of learning; and if a judicious selection is made of persons to compose that board, the state may derive much benefit from the passage of the act. The citizens of this state ought to lay aside their partial differences, and unanimously unite in the exertion of all their faculties to improve the sources of their prosperity, to induce distant traders and farmers to come to the Maryland market. New York and Philadelphia are making great exertions to induce dealers from the West and South to visit their market; the former, by roads and canals, are now offering to carry goods to Pittsburg, via Albany, Sacket's Harbor, Lake Erie, and the Allegheny river, for \$5 per cwt. and a line of wagons is established from Philadelphia to Pittsburg, so as to reduce the wagonage to a less sum than from this to Pittsburg; but I incline to the opinion that the line will not continue long.

The steamboats on the Ohio must soon cause a material alteration in the direction of commerce with the west and south. These considerations imperiously demand that the citizens of Maryland should exert their best endeavors to make the best use of their geographical situation, in order to maintain the prosperity of the state. The plan adopted in the state of Pennsylvania, I have understood is, that whenever any portion of her citizens will unite for the purpose of turning up a road or roads, and subscribe two-thirds of the probable expense, the state will subscribe the other third; and reserves also the privilege of taking the whole of the stock at such periods as it may deem advisable, either with a view of receiving the tolls or declaring the road free. The great United States' road from Cumberland to Wheeling will tend much to the benefit of this state, if the roads from this city and the District of Columbia, should be put in complete order, to unite with the United States' road at Cumberland. The Potomac also, if practicable, should be made navigable at least to Cumberland; we could then more than compete with New York or Philadelphia, as wagonage from this to Wheeling, ought not to exceed three and a half dollars per cwt. and if goods were carried up the Potomack to Cumberland, and thence by land to Wheeling, the expenses ought not to exceed \$2.75 or \$3 per cwt. It has also been suggested to me, that a canal might be easily cut from the Patapsco to the Monocacy, through the low land in Montgomery county. It is said, if the canal should be cut from this city to the Patapsco, there would be at least twenty sites for mill seats. It is also thought by some, that a canal from hence to the Eastern Branch, would be a great improvement; but I should imagine the expenses by the canal would amount to as much as it would to send round by the Bay and the Potomack.

The most eligible plan would be, for the Commissioners to make a report to the legislature, or the governor and council, to be laid by them before the legislature. I should like to see men selected to compose that board, free from local prejudices, and not governed by sectional interests, but the interest of the citizens of the state generally.

The improvement of the navigation of the Potomac might be thought by some injurious to this city, and the improvement of roads direct from this city to the west, injurious to the Potomac interest—but those are feelings that ought to be discarded. Let good roads and canals be made, and let the citizens or distant traders resort to any market in this state, or elsewhere, that will give the highest prices for produce, and will sell their goods upon the best terms. I have spoken of the District as a part of this state, as a portion of it was formerly; but, indeed, the whole being so adjacent to Maryland, may, in a commercial point of view, be considered a part of this state even now. Persons, I have understood latterly, residing on the Yachogony, have been anxious to enter into arrangements for transporting produce to Cumberland, to seek an eastern instead of a western market.

The U. States' road from Cumberland to Smithfield, on the Yachogony, a branch of the Monongahela, is now complete; and means are about being taken to ascertain the practicability of making the Yachogony navigable to Pittsburg. General Washington was of an opinion that the head waters of the Potomac might be united, at a small expense, with the head waters of Cheat river, which disembogues into the Monongahela, and unites with the Ohio at Pittsburg; but perhaps at that period such a road as is now rapidly progressing from Cumberland, and which crosses the Yachogony and the Monongahela, ending on the Ohio at Wheeling, was never contemplated; for I am of opinion that the expense from Cumberland by land, to either of the rivers above mentioned, would be less than up the Potomac from Cumberland to some point near Cheat river, and from thence by that river to the Monongahela. All those considerations, however, are worthy of serious reflection and examination.

I remain, sir, yours, &c.

A LAW CASE.

An obliging friend has furnished us with the following authentic report of a case lately adjudged in a neighboring state. As it will probably appear in any book of reports, we hope that we render a service to the profession by giving it a place in our paper.

(Boston Daily Advertiser.)

State of New Hampshire vs. M. D.

ROCKINGHAM, ss.—One H. complained, in the name and behalf of the state, that oh, &c. at in said county, some evil minded person did break and enter a certain public close, alias a public burying ground, situate, &c. and then and there called the Point de Grave (vulgo dictum, the Point of Graves) and then and there being, a violent assault in and upon a certain grave then and there situate, and in and upon the body of one Brodus, then and there lying, then and there did make, and said body of said Brodus, then and there lying in said grave, with force and arms did dig up, take, steal and carry away, and a violent assault in and upon said body of said Brodus, so dug up, taken, stolen, and carried away, then and there with force and arms, as aforesaid, did make, against the peace and dignity of said state, &c. And the said H. had cause to suspect, and did suspect, that one M. D. &c. assaulted said grave, &c. dug up and carried away said body, &c. and had said body in his possession, &c. contrary to the form of the statute, &c. wherefore he prayed process, &c.—Whereupon J. Y. B. Esq. one of the justices, &c. issued his warrant, &c. commanding the dwelling house, &c. of said M. D. to be diligently examined and searched, &c. and the bodies of said M. D. and said Brodus to be brought before him, whereover, &c. And afterwards curia sedent, B. H. jr. one of the constables, returned the warrant, and certified that he had diligently searched, &c. and that he had arrested the body of said Brodus, in a chamber in said M. D.'s study, and had then and there bailed him to one J. P. R. who kept him in said chamber, &c. but that said M. D. had eluded himself, &c. and he prayed the court to instruct him whether the body of the dead man should be sent to the bar, &c. Curia advisare, &c. and A. justice, inquired if the dead man had given any account how he came out of the grave. The court were in much doubt, at semble, whether they were to try M. D. or the dead man; and justice called upon C. of counsel with the dead man, to show cause, &c. why he came out of the grave. But C. declined speaking to the point—alleging that he was not fully instructed by his client. And afterwards, justitiaris omnibus magni. dubit it was resolved that they would adjourn sine die, for advisement; and A. justice, ordered the constable to re-commit the dead man to his grave, and to enjoin him strictly to remain until, &c. and the said Brodus be in mercy, &c. And afterwards, the said M. D. re-appearing, it was adjudged unanimously by the whole court, that he should be convicted according to the complaint and warrant (ut auidivi), to wit, of being suspected by said H. Whereupon a doubt arose whether this offence were by a common law or statute, and counsel were directed to argue this point—but the court being still in doubt, no judgment was rendered.

A Cheek to Intemperance.—The selectmen of Bedford (Mass.) influenced by a firm determination faithfully to discharge their duty, as guardians of the interests of the town, have, in obedience to the laws, posted up, at the public houses in that town, a list of names of persons notoriously addicted to intemperate drinking of ardent spirits; and have forbidden the sale of ardent spirits to such persons, on pain of incurring the penalties contained in the laws in such cases provided.—Salem Gaz.

The Synod of the United Brethren, (Moravians,) which met last summer at Herrnhut, consisted of more than 50 Deputies, from the various establishments of this religious society, in various parts of the world.

This conference lasted four months. It is expected that the Moravian establishments, particularly those in Russia, at the Cape of Good Hope, and North America, will derive great benefit from the result of the recent discussions at Herrnhut. [London pap.]

BURNS AND MOORE.

Perhaps the most flattering compliment ever paid to the genius of Burns, was by his brother poet, Moore, who, in a letter to his friend Sir John Stevenson, on the National Melodies of Ireland, says, "If Burns had been an Irishman (and I would willingly have given up all our claims upon Ossian for him,) his heart would have been proud of such music, and his genius would have made it immortal."

All the nations are now enjoying the blessings of navigation by steam boats; and it is very uncomfortable to think, that they owe those blessings to the youngest of their brethren. The invention is claimed by the Italians, the French, and English; and Fulton is allowed only the merit of introducing it among the Americans. In vain do we tell the Europeans, that they had no steam boats, until long after they were in use here.—The question with them is,—not who first made a boat, which was driven by steam,—but into the head of what obscure wight the idea first entered, that boats could be thus propelled. Now, the warmest friend of Fulton has never pretended, that he was the first to conceive the design; but only, that he was the first to carry it into execution. Mr. Colden, his admirer and biographer, has taken the pains to enumerate the abortive attempts that had been previously made; nor did he, or any of us, imagine, that the price of original invention would be denied to him, who at length, succeeded in doing what so many had tried to do.

The claim of the Italians is founded on an obscure suggestion in some manuscript letters of a Mr. D. Seraphin Seralli du Mont Capi. The French produce the Marquis de Jouffroy; who, as they say, made some experiments, at some time, and in some place or other. And it seems, too, that one Desblancs, Horologer to Trecoart, was busy upon a similar contrivance in 1802. But the people who strive most to rob us of the honor, are our kind brethren, the English; whose custom it is to flitch the improvements of other nations; and, having used them a time, pretend that they have been known immemorially. A Mr. Buchanan not long since wrote a book for the express purpose of convincing the world, that it owes the steam boat, as well as all other good things, to the English; and, lest this dose should be insufficient for the credulity of John Bull, the Quarterly Reviewers have taken the occasion of Mr. Colden's book, to traduce the character of Fulton, and bring forward a new pretender. It now appears, that as early as 1717, the idea of propelling vessels by steam was conceived by one Jonathan Hulls; whose name these redoubted champions of truth and impartiality have printed in capitals, that it may make a lasting impression upon the memories of their readers; and, as the whole of Mr. Gifford's "spite-leathers" are perfectly skilled in the art of producing facts from a repetition of falsehood, we may expect to see the claims of JONATHAN HULLS asserted and re-asserted, until, to use one of their own choice expressions, it shall be effectually beat into "that very honorable block," the British public.

Now, it is vain for these insolent bigots to assure the world, that the inventor of steam boats was the first man who entertained the notion, that steam might be applied to the purposes of navigation. He may claim the merit of inventing the idea, that the force of vapour would drive a boat as well as turn a mill; but is this to invent the boat,—to devise the machinery,—to put things into practical operation? Some obscure individual may have made attempts fifteen hundred years ago to employ steam as a mechanical power; but was he, therefore, the inventor of the steam engine? Mr. Fulton never claimed to have invented boats, or steam, or steam engines, any more than he claimed to have invented rivers and tides; but he did claim to be the inventor of that combination of powers and mechanism, called the steam boat; and the conclusive answer to all those who would rob him of this merit is, that with all the research of industrious malignity, his enemies can produce no instance, before his time, of any such boat, that could be made to go. Of what possible utility was it, for Jonathan Hulls to publish his lucubrations on this subject in 1717? The question is, Did he make a steam boat? Would it go? The merit is not in thought, but in action;—not in telling the world, that a thing may be done, but in doing it.

Of one thing Mr. Buchanan and the Quarterly Review may be perfectly certain; namely, that, granting the accuracy of their own research, the first actual experiment made with a steam boat, was on the river Delaware, before the city of Philadelphia. They pretend, that a Mr. Miller made some attempts; but when or where, posterity is to learn; and the first trial, of which they can speak with any certainty, is that of Lord Stanhope; who, in 1793, caused a boat to be constructed with paddles, on the principle of a bird's wings; closing as they were brought forward, and opening, when driven back. But this contrivance proved abortive; and, in 1802, a Mr. Symmington tried a boat, upon a different construction, in the frith of Clyde. How it was constructed, we know not; but it is enough to say, that no good ever resulted from the experiment. Five years before the attempts of Stanhope, and fourteen before those of Symmington, the following postscript of a letter from Dr. Franklin to Dr. Ingenhark, dated Philadelphia, October 24, 1788, will show, that a boat was actually driven by steam against the tide of the Delaware. "We have no philosophical news here at present," says the Doctor, "except that a boat, moved by a steam engine, rows itself against the tide in our river, and it is apprehended the construction may be so simplified as to become generally useful."

Heroism.—During the high water about three weeks since, a son of Col. Elliott, about six years old, passing from the dock to the steam boat Chancellor, at Albany, fell in and floated rapidly down stream. The boat was ordered to be hoisted out, but a Mr. Jones, a hand on board, perceiving the imminent danger, said, "you will be too late—I will save him," and plunged into the river. The water was very cold, and the current extremely rapid, and it was with difficulty Mr. Jones sustained himself with the child until the boat approached him. The generous fellow refused to receive any compensation, saying he did no more than his duty. Such acts deserve particular mention.—Albany Adv.

The Royal Society of Sciences, at Göttingen, has proposed the following prize question:—A new and critical comparison of the ancient monuments of every kind which have hitherto been discovered in America, with the Asiatic and Egyptian monuments. In how far do they agree or differ, and what are the grounds for the supposition, that at a very ancient period a connection existed between these distant countries and their inhabitants?