

WHO ARE THE GREAT?

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They who have boldly ventured to explore
Unsound seas, and lands unknown before—
Soar'd on the wings of science, wide and far,
Measured the sun, and weigh'd each distant star—
Pierced the dark depths of ocean and of earth,
And brought uncounted wonders into birth—
Repell'd the pestilence, restrained the storm,
And given new beauty to the human form—
Waken'd the voice of reason, and unfurled
The page of truthful knowledge to the world:
They who have toil'd and studied for mankind—
Aroused the slumbering virtues of the mind—
Taught us a thousand blessings to create—
These are the nobly Great!



THE FREE TRADER.

Wenver & Hise, Editors.

Ottawa, Ill., Friday, June 11, 1841.

Indiana Improvements.

It is pleasant to see some of the fruits of the large expenditures in the west for internal improvements. The Indiana Lafayette Free Press, of the 10th ult., states that the daily arrival and departure of boats give a stirring appearance to the town. We take the following from the Lo-
gansport Telegraph, of the 15th ultimo: "The business upon the Wabash and Erie Canal is beginning to assume a character of considerable importance. About 1,150,000 pounds of freight passed the collection office at Logansport from the 8th to the 13th of last month."—*St. Louis Gazette.*

As Illinoisians we feel deeply mortified at the proceedings of those under whose care the management of the Illinois and Michigan Canal had been placed for the last few years, and every day proves that the course heretofore pursued has been a suicidal one, worthy only of narrow-minded and selfish public functionaries.

The Wabash and Erie Canal, which commences at Manhattan, Ohio, and terminates at Terre Haute, Indiana—thus uniting the lakes with the Southern and Western waters—and the most important rival of the Illinois and Michigan Canal, is now nearly completed—and Indiana's portion of the work is now in successful operation from the navigable waters of the Wabash to Fort Wayne, near the State line! Indiana deserves credit for the judicious course she has pursued in regard to that great work, and presents a pattern to this State, which if followed may yet lead to a beneficial result in regard to the Canal.

Indiana completed that portion of the canal which could first be made useful, and two years since boats have made regular trips on the southern division of that work, and thereby showed its importance to the public, and induced the National Government to aid them in its speedy completion by an additional grant of land. The work is now in a prosperous condition—her faith to the General Government unimpaired, and a few more months will finish the whole line and place that section of country in a position unrivalled in the West! Why is this so? Why is it that the Wabash and Erie Canal is nearly completed, and the Illinois and Michigan Canal is finished nowhere and suspended at that? Did the former work receive aid from the General Government, at the time it was commenced, which the latter did not? No! But Indiana and Ohio, ever watchful of their own best interests, first finished the available portion of the work—put the water in—leased their hydraulic power—prayed Congress for additional aid and it was granted, Illinois, much wiser than her neighbors, commences her Canal everywhere and finishes it in the prairie—forfeits her confidence to the General Government—folds her arms and cries "hard times!" "State Debt!" "Bonds below par!" and foolishly expends the work at a time when the most important part of it can be finished as easily and as cheap as ever, vainly anticipating better facilities for its completion, whilst the ravages of decay and forfeited confidence make promise of irretrievable destruction.

If the State duly considers its interest, and those who have charge of the same act in conformity to the dictates of sound policy, the Illinois and Michigan Canal can this season be placed beyond the reach of "log-rolling" legislation and the ever varying financial condition of the State. Let the close of the present summer witness the completion of the western portion of the canal—let the hydraulic power be leased to active and enterprising men, so that the State may receive the consequent advantages therefrom, and the country realize its just deserts—let this be done, and the representative in Congress from this district, at the next session, can urge the claims of this work to the consideration of that body, with the prospect of success before him.

The unfinished work on the canal between this place and Peru, was lately put under contract. Is that work now progressing? Let those having the work in charge, see that every contractor does his duty—if he does not, let no playmate policy be pursued in regard to the letting of the work—let men have it who can and will finish it, and thus save it from future embarrassment and the narrow-minded policy of a few selfish demagogues.

The Canal.

The Sangamo Journal now concedes an important point in regard to the canal contractors—it says: "We are perfectly willing that they (the old contractors) should go on; and while they perform their contracts, they have a right to demand of the State the fulfillment of hers." We are much gratified to find the Journal so humane and without so exceedingly kind and frank. Does it mean that the contractors should prosecute the State for the violation of her part of the contract, in not furnishing them with means to complete their work? This the contractors have a right to do, and may perhaps be induced to do so since they have so able a counsellor in the person of the editor of the Journal. This course may be regarded as economy by the Journal, and as being highly creditable to the State and well calculated to promote its future prosperity. Sound reasoning frigid Journal! Now suppose the contractors do abandon the work, remove from the State, and then prosecute her for damages, will it be likely to result in advantage to the State; or would it place the canal on a more permanent basis than by compromising with the contractors and retaining their forces on the work, so that it may be brought to a speedy completion—the credit of the State sustained, and our pledged faith to the General Government remain untarnished! The question as to the point of expediency, any unprejudiced mind can easily decide.

When we say "compromise with the contractors," we do not mean that they should receive double price for their work as a consideration for that "compromise," but that they should receive the same prices for their labor as they did when the State was able to pay her debts. If the State has now suspended payment to the contractors, and thereby impoverished her creditors and her citizens, is it just that she should speculate and profit on the sweat of those whom she has thus oppressed and reduced to the verge of ruin? We think not! Soulless banking institutions do this, but as yet no State has been mean enough to resort to this species of robbery and wholesale plunder, and we hope that young Illinois will not be the first to imitate the banks.

The contractors ask nothing more for their labor on new contracts than they do for labor on the old ones. They have invested large sums of money in fixtures for the completion of their contracts, and are willing to make any sacrifice to sustain their character as contractors, and for the employment of their tools, &c.; and if the interest of the State requires that the west end of the canal be first completed and put in operation, they will do it, and ask nothing more than the State will be obliged to pay if she discontinues the work until our bonds bring par in Europe, or even sell at a premium there. The infernal crew that is waging war against the canal, know this to be the case, but the secret of the matter is, they want one more "shake" at the delegation from the canal counties in the legislature before any portion of the work is in operation, hoping thus to "log-roll" the system to bring into notice some insignificant cow-path running through marshes and stagnant pools, where long since every class of improvements have been pronounced as useless, idle and visionary.

If the Sangamo Journal is to be the standard-bearer of this crew in that warfare, we promise it, and through it the crew in general, a warm and spirited reception from the North at the next regular session of the legislature.

Mansion House, Peru.

We understand Mr. B. D. CLASS, of the City Hotel in this place, has taken the Mansion House at Peru, where his numerous friends and the travelling public generally may expect to receive every attention desirable. Mr. D. has our best wishes for success, and hope his reputation as an obliging and attentive landlord may be appreciated by numerous visitors who may sojourn at the thriving town of Peru.

"The U. S. Government have abolished the ten hour system, adopted by Mr. Van Buren, and ten hours the work of laborers is now a law." TWENTY-FIVE CENTS PER DAY! This is the high wages administration. Workingmen, reflect on these facts.—*Boston Post.*

Nothing can show more clearly the hostility of the Webster dynasty to the laboring classes than the above. The amount paid by government to the workingmen is small in comparison to that paid to the officers and agents of the government, and yet the latter receive large salaries with little labor, while the former, by hard labor, can obtain but a bare subsistence. The reduction of their wages, then, will only still more oppress those who are already sufficiently oppressed, while it will make but a trifling reduction in the expenses of the nation. If the administration are really desirous to economize, we think the reduction should begin in the other quarter. There are many offices which might easily be abolished, and others of which the salaries might be reduced, without any prejudice whatever to the public service, and with the only effect of reducing the quantity of wine and cigars of our official dandies.

But if the reduction of the prices of all the necessities of life were really so great as to justify a reduction of laborers' wages, that would afford no excuse for abolishing the ten hour system. The authority of better judges in such matters than Daniel Webster or "honest" John Davis can be cited to prove that laborers will, on the long run, do as much work in ten hours a day as they will in twelve, and will do it much better. It is even believed by many that if the hours of labor per day were reduced to eight, the amount of work done would not be less. What then do our rulers expect to gain by abolishing the ten hour system? It will certainly not tend to reduce the price of labor. It is a false species of economy, founded either on ignorance, or a deep malignity of feeling towards the most valuable portion of the community.

If the workingmen are aware of the real value of the ten hour system, they will not relinquish it, even at the mandate of "the powers that be" at Washington. It took many years of hard work to introduce it, and it would now—just when this great reform is fairly accomplished—be a piece of unpardonable perfidy against themselves to give it up. If they act like men, public opinion will be awakened on the subject, and they will have an easy triumph; but if they now submit, they, and their descendants, may have frequent occasion to deplore the abolition of the ten hour system.

The Steamship President—Another "Glean of Hope."

A letter from Montreal, dated the 23d May, says the N. Y. Express, states that a lumber vessel arrived at Quebec, which sailed from Liverpool on the 21st of April. Her captain (Dunn) states that, three or four days after, he saw a steamer which he knew to be the President, steering for the Western Islands.

To this the N. Y. American adds—"By referring to the Quebec paper, we find that Captain Dunn, of the bark Chieftain, which arrived on the 20th, sailed from Cork the 2d of April, and not from Liverpool the 21st, as stated in the letter. The probable version is, therefore, that the writer made a mistake, and that, instead of sail-

ing the 21st from Liverpool, and when three or four days out seeing the President, the Chieftain sailed the 2d of 23d from Cork, and when twenty-one days out, saw her in a latitude and longitude where she might well be, and where she would be likely to steer for the Azores. At all events it is a "Glean of Hope."

The President sailed from New York on the 11th of March. She was a fine ship, the largest steamer ever built, being 2,360 tons burthen, with engines of 510 horse power. Her officers and crew consisted of 81 persons, and she had 29 passengers. The following is a list of the passengers' names:

Edward Barry, New York,
J. C. Roberts, do,
J. Lee Wolf,
Master Mohring,
J. C. Pfeiffer, New York,
A. R. Warburg, do,
D. Fitzroy Lenox, B. A.,
M. Courtney, do,
Tyron Power and Servant,
C. H. D. Mesinger, Philadelphia,
Samuel Maile, New York,
Charles Cadet, Buenos Ayres,
T. Palmer, Baltimore,
Dr. M. Turner, Cuba,
T. Blanche, do,
John Frazier,
H. Van Loh, Amsterdam,
A. S. Byrne, London,
Mr. Thornhill, New York,
W. W. Martin, England,
E. B. Russell and Lady, New York,
A. Livingston, do,
Rev. G. G. Cookman, Washington, D. C.,
F. Deucher, Scotland,
B. Morris and child,
Robert Hamilton Dundas, British Navy.

National Theatre in New York Burnt.

The National Theatre in New York was, at about 6 o'clock on the evening of the 23d ult., set on fire in the interior in three or four places, but was extinguished without any material damage. Officer Hays soon after arrested one of the attaches of the Theatre on suspicion of being the incendiary, and he was committed for examination.

Next morning, at 7 o'clock, the fire again broke out and the interior was entirely consumed. The Theatre was insured, but not for the full amount of damages sustained.

Immigration from Europe to New York.—The New York papers state that the immigration from Europe to that city this year bids fair to outstrip every past year. According to the returns at the custom house, the movement stands as follows:

From 1st Jan. to 31st March, 1841, 2,646
From 1st April to 24th May, 1841, 11,626

Total, 14,272

A goodly number, and yet they are said to be but a drop in the ocean compared to those on their way.

The New York Legislature adjourned on the 26th ult., after having been in session 142 days, and passed 352 laws.

Slavery in Ohio.—It has been decided by the Supreme Court of Ohio, that if the owner of a slave voluntarily brings him into that state, or permits him, in visiting or travelling, to pass through the state, the slave in such case becomes a freeman the moment he touches the soil of Ohio.

Dreadful Accident at Quebec.—A dreadful accident occurred at Quebec on the 24th ult. A large mass of Cape Diamond fell on Champlain street, crushing eight houses. Of the inmates 26 were taken out dead, 22 saved, although, in some cases, injured, and 6 not found. Seventeen of the unfortunate victims were borne to the grave in one procession, and solemn services performed at the Cathedral over the remains.

Land Sales.—The President has issued his proclamation, giving notice that a sale of public lands will take place at Danville, in this state, on Monday the 6th day of August next, within that district.

The Abolitionists, during their late meeting at New York, nominated James G. Birney for President, and Thomas Morris for Vice President, in 1845.

New York.—The lower branch of the New York legislature have passed a bill repealing the registry law. Several whig members were absent, which gave the democrats a temporary majority.

The Fruit of Father Matthew's Labor.—Near one hundred thousand to-totals marched through the streets of Dublin, on St. Patrick's Day, under temperance banners. The Dublin Weekly Herald says that the procession was the most splendid ever seen in Dublin, and perhaps in the world.

The Weather and Crops in Ohio.—The Georgetown Standard, of May 25th says: "After six weeks of cold and rainy weather, a favorable change took place about the middle of this month. There was not much planting done in this region of country until about ten days since. The wheat crop is very unpromising, and is much killed by the fly."

Lake Boats.—The Buffalo Advertiser says: "Arrangements are now on foot to withdraw from the consolidation six vessels. The Wisconsin, Buffalo, Clinton, Bunker Hill, Cleveland, and Fairport, have been named as such."

Election of Congressmen.—Gen. H. W. Beeson has been elected to Congress from the Fayette and Greene district in Pennsylvania, in the place of the Hon. Enos Hook, resigned. Mr. B. was President of the late Democratic Convention which re-nominated Gov. Porter—is a sterling democrat, and beat his opponent (Mr. Stewart) over one thousand votes.

Freight on the Ohio.—The Pittsburgh Manufacturer, of the 29th ultimo says: "Freight is taken from this city to Cincinnati for 15 cents a hundred, and to Louisville for 20 cents. These prices are entirely too low to afford rivermen any thing like a just remuneration for their labor. The river is rather at a low stage, but still navigable for middle sized boats. There is a good deal of business done in the shipping line."

Freight from Philadelphia to Peoria.—The Press, of the 23d ult. says: "Messrs. P. Sweet & Co. of Peoria, after making their recent purchases of goods in Philadelphia, had them forwarded from that city by way of Pittsburgh to this port for \$1.25 per 100 lbs. free of all extra costs and charges. This is remarkably low for conveying goods by railroads, canals and river navigation, a distance of nearly 1,800 miles. We are pleased to add that Messrs. S. & Co. have made arrangements which enable them to forward produce from this port to Philadelphia on the same terms. This great reduction in the prices of transportation of merchandise and agricultural products must have a very happy effect upon the interests of our citizens."

A Righteous Decision.—In Louisiana, recently, it was decided by a Judge that the printing press, type, &c. of a printer were exempt from execution—coming under the definition of "tools and instruments necessary for the exercise of the trade and profession, by which the debtor gains his living."—*Pittsburgh Manufacturer.*

To be regretted that this decision will not benefit the printers in this State! So pay up delinquents, and save your printers the necessity of throwing themselves on their "reserved rights," in order that they may act independently, and hush the snapping, breathless jaws of their black and naked dogs!

Dreadful Shipwreck.—The Rochester Advertiser gives an account of the loss of the Brig Minster, on her passage from Limeick, Ireland, to Quebec. She had on board one hundred and forty-one passengers, officers and hands enough to make the number rising 150, all of whom, with the exception of 4 passengers and 4 hands, were lost. These were saved in a gale.—The other boats were filled with passengers, but the vessel went down before they could be unfastened and earned them down with it.

New York.—The Appropriation Bill has passed both houses of the New York Legislature.—The amount appropriated is \$430,000.

A Copper Rock.—The Michigan Geologist states that there is a rock near the Ontonagon river, in that State, weighing three to four tons, called the Copper Rock, a part of which has been analyzed, and yielded 98 per cent. of pure metal.

Erie Canal.—The new double locks on the Erie Canal cost about \$80,000 each. They are said to be noble specimens of metal workmanship.

State Bonds.—Illinois six per cent. bonds sold in New York on the 21st ult. at 58 cts.

Upper Missouri.—The Hannibal Journal says: "Northern Missouri may safely challenge any other portion of the United States in producing the articles of Tobacco and Hemp. It is believed that from one thousand to fifteen hundred hogs-heads of tobacco will be shipped at Hannibal alone the coming season."

Eastern Travel.

A friend has furnished us with the following statistics:

Fare from Chicago to Buffalo, with board, \$20 00
Fare on the packet to Rochester, with board, (go directly from steam boat to packet boat, without getting a meal at Buffalo), 2 75
Fare to Syracuse, do do 3 00
Fare on railroad to Utica, (cars take you directly after packet lands), 2 00
Fare do, to Schenectady, 2 75
Fare do, to Albany or Saratoga Springs, 1 00
Board while on railroad, 50

To Albany, 35 00
Fare to New York City with board, 1 00
Fare from New York City to Boston, with board, 5 00

Expense from Chicago to Boston, \$38 00

This can be accomplished easily in 8 days, and no one need take over \$40 in his pocket to secure the best of fare.

The fare from Albany across by land to Boston is a little the nearest and shortest, and costs the same, \$6.

Illinois money will pass for fare to Buffalo. Then eastern money only is current, and it is oftentimes difficult to get the run of the broken banks. When the exchange for American gold is but a little above eastern bills, that should always be got for the ladies, as it is light, and keeps them from being imposed upon by the various swindling operations of paper money makers. The treatment of passengers upon this route has greatly improved, and ladies travelling alone (to say nothing of acquaintances they are sure to fall in with on such a great thoroughfare) can consider themselves under the kindest protection during the whole route.

By another season, it is hoped, the fare around the lakes will be graduated to the times, and other places, and that it will be diminished all around, so as to take a person to New York City for 25 dollars. The additional travel will more than make up for this difference.—*Chicago Dem.*

Attempt at Robbery and Murder in Boston.

A tragedy somewhat similar in its conception to the St. Louis affair, but happily not in its results, was attempted at Boston on Sunday night, the 23d ultimo. The store of H. Bailey & Co., hat-makers, No. 17, Court street, which was robbed a few days since, was again entered on the night of the aforesaid Sunday about 9 o'clock. A young man named M. C. Faught was reading in the back part of the store by a dim light when he heard the key of the street door drop from the key-hole. He immediately went to the desk, and taking out a pair of pistols concealed himself behind some boxes. The robber entered cautiously with a horse pistol in his hand, turned up the gas, and going to the iron safe, opened it with a false key. After taking from it a bundle of valuable papers which he placed in his hat, he proceeded to make up a bundle of valuable goods, gold lace, gloves, &c. in a white cloth which he had with him. After concluding his arrangements, he was about to leave the store by a door which opens into an alley running by the side of the store, and which he had previously opened, when he perceived the young man, who had raised himself above the boxes for the purpose of getting a shot at the burglar. The robber immediately fired, but fortunately missed his mark. His fire was returned by Mr. Faught, it is hoped with effect, as from the fact that the white cloth was stained with fresh blood, there is no doubt that the man is wounded. He escaped, however, leaving behind him his plunder and his hat, in which is the name "Thomas Butler, New Orleans." The hat was made by Mr. Bailey about three years ago. The robber was a large man upwards of six feet in height, and now that the public have a full description of his person, they will no doubt soon render a good account of him. Mr. Faught is only sixteen years of age, and great credit is due to him for his bravery in this affair.—*Courier & Enquirer.*

Unparalleled Atrocity.—A great portion of the Clerks in the Custom-house at Providence, R. I., have been detected in crimes of so revolting a nature, that Mr. Watson, the new Collector, was compelled to hunt them from office, even on the day set apart as a season of national mourning. Nothing but the most outrageous crimes could have induced such an act on such a day. We have not yet learned how many of the wretches have been taken, but trust that they are ere this in prison, doomed to receive speedily the reward of their villany. It is said that the proof of their guilt is so conclusive, that an impartial jury will not hesitate to convict every one of them of the crime of having wilfully—voted the democratic ticket, at the late election.—*Louisville Advertiser.*

From the Philadelphia Spirit of the Times.

Pirates of the Pipe-Layers.—Plunder of Foreigners!

A brig arrived at this port from Bremen, a few days since, with a number of immigrants on board. A deputy inspector immediately took charge of her, and being one of the pipe-layers, he of course went to work without delay to see what he might steal. Finding that many of the passengers had long purses filled with foreign gold, he very kindly volunteered to get it changed for them, and accordingly commenced converting their hard money into rags—pocketing the difference, and a little more for his trouble! Before night several other deputies, hearing of his good fortune, came down to help him in the work of plunder, and so beset the bewildered immigrants, with their friendly offers to change their specie, that they stood a fair chance of being stripped of every dollar they owned. Our reporter states that the pirates actually deserted their posts all along the wharves, in their anxiety to get a share of the pickings, and would have stolen the very boots off their victims feet, had they not been driven away by the "first taker," who claimed the brig as his own special prize! This is no exaggeration. We believe every word of it. There can be no doubt that some of the new deputies are ardent rascals, and would rob a church. Some of them, too, it is notorious, are just out of the penitentiary, and others, it is evident are just going in! The sooner they get there the better. So drive on! Make the most of your "reform and better times," for they can't last long!

Fearsful Collision.

The terrifying collision which occurred at sea a short time since, between a Philadelphia ship and another unknown, is thus described in the Philadelphia North American:

The packet ship Susquehanna, as she lies near Walnut street wharf, is a curiosity. She has literally been rescued from the jaws of the great deep. She came in collision with another ship off the banks of Newfoundland, on the 8th inst. (May) at 4 o'clock in the morning. The night was not dark, but the sea was running high, and they did not discover each other until the fearful collision. The Susquehanna's bowsprit is taken off clean, and the cut-water torn and wrenched from the ship in a way which shows the encounter must have been tremendous. She was running at the rate of nine knots, and shipping seas constantly at the time. The impression on board the Susquehanna is, that the blow was so hard and so near the centre of the other ship, that she must have been totally disabled, if not stove in, causing her to sink immediately.

After the collision, she slewed round and grated past the Susquehanna with such rapidity, that no opportunity was given to discover who she was or the extent of her injuries.—The impression on board is, that she was an East Indian, or some ship of the largest class, and the cut-water of the Susquehanna is taken off low down, she was upon the top of a sea at the moment of the collision. Consequently the other ship must have suffered the more severely. No cries were heard; and in the confusion of the crash, and anxiety for self preservation, no distinct knowledge of the character of the other ship could be learned. The opinion on board is, that the man at the wheel of the ill-fated ship, must have been killed instantly. The whole of the painful

encounter is only another evidence of the unavoidable hazards of navigation. Perhaps the ship instantly foundered, and in one "fell swoop" all on board were ushered into eternity together. If so, her fate will never be satisfactorily known, and the history of those engulfed with her must continue to be involved in doubt and obscurity forever.

An Irish Love-Letter.

To Mrs. O'Driscoll, Wenderlufy, Ireland.—My Dear Judy—Before I write this letter at all, I will be after telling you that I am alive, which I hope you'll be when this reaches you, and it is a thing you are not, let me know that I may write no more and save postage. I landed in this city a few days before I arrived, and to be sure I was bothered to find myself at home in a strange country where every body knew me; even people I never saw, swore to my face. Now, I'll be after spinning you a bit of history of this quiet place; this land of liberty, as they call it, where children are free before they are born.—Well, then, my honey, this is a large town, with very few houses in it, but what is the same thing, a great many chimneys. You see, the houses were frightened about a year ago, at a big fire that was here, and ran away, but left the chimneys standing to be responsible for their coming back again. The houses are here much the same as they are in Galloway, but the brick part of them is made of wood, and that they are datched with shingles. They are also pretty uniform, being built both sides of the middle of the street. They have got a wooden church here, and the people are so given to prayer, that they even break into it at night. Ah, Judy, what fine country of religion is this, where you know in your parish church of Wenderlufy, every Sunday in the week, it's quite empty, and parson O'Dogherty and his clerk, Bryan Shannagass, obliged to pray to themselves. You may talk of the lynchies in your country, but what are they? they are mere spalpeens to a Col. Lynch what's here, faith and troth, I believe he is a greater man than Bryan Gaggerty, the justice of the peace in Balladeceren, and tell him so from me. This town, and the country round about, is full of majors, colonels, and captains; in fact, every private man here is a captain, or at least a colonel. I expect they will be after making one of me.—If so, I'll let you know, that you may have your name called Lady O'Driscoll, I'm so full of business that I have not time to finish this letter, but must include your very loving husband. PATRICK O'DRISCOLL.

To Raise Good Radishes.

Take pure sand, some depth from the surface, or pure earth, below where it has been tilled or mowed, or sea sand, washed by the waves, make a bed in the garden, six or eight inches deep, and as big as you please; in this sow your radish seed, and they will grow well without manure, and be free from worms, we have tried it frequently, and never failed.

Radishes that are grown very early in the season are of slow growth, and inferior to those grown after the weather is warm enough to hasten them, as the faster they grow the more tender and finer the flavor.—*Vankee Farmer.*

Apple Trees.—The Boston Cultivator says it ought to be universally known, that apple trees well set, in land which is rich enough to produce good corn, and cultivated in a manner, will yield enough in the fourth or fifth year to pay the interest of the first years outlay. One acre of trees well set will supply any common family with an abundance of fruit from the fourth or fifth year.

In 1839, the number of newspaper in the United States was stated as follows:

New England States,	267
Middle,	566
Southern,	294
Western,	428

A Sensible Wife.—One of our subscribers discontinued his paper a fortnight since, in order, as he said, to curtail his expenses. This week he sends to renew his subscription, because his wife "will have it." He has concluded to economize in something else.—*Ohio Star.*

Witty Remarks.—A Frenchman once trading in market, was interrupted by an impertinent would-be-wagish sort of a fellow, who ridiculed him by imitating his imperfect manner of speaking the English language. After patiently listening to him for some time, the Frenchman coolly replied:—

"Mine fine friend, you yud do vell to stop now, for if Samson had made no better use of de jaw bone of an ass dan you do, he would never killed so many Philistines."

The Sub-Treasury Law.—An honest Whig papers says:—"The Sub-Treasury law, which has been unceremoniously condemned, has never yet been allowed its natural action. It is not until the 1st proximo that the law requires the payment of one half specie at the Custom House, and not until next year that the whole would come into regular operation. It is condemned untired; enough has, however, been ascertained, to satisfy the speculators that there is no chance for plunder under its operation."

Epigram.

Two jolly toppers, Sam and Hugh,
By tripping lost their breath,
And having drank to all they knew,
At last they drank to Death.