his native town. The developement of trade, the growth of Chelsea, or "the Landing," the part which Norwich men took in the French and Indian war, the non-importation agreement, the reception of the stamp act, and the other important affairs which occupied our fathers in the middle of the eighteenth century, were then succinctly described. The period of the American Revolution was next taken up, in reference to which the speaker had been favored with access to large numbers of unpublished letters and documents. The part which Connecticut took in this great struggle was alluded to, and especially the liberal contribution of men and money for the army, beyond any other one of the thirteen United Colonies. In this contribution Norwich did more—much more—than its share, and has never received from any source the credit it deserves. Foremost at the very opening of the struggle stood General Jabez Huntington, who at one time owned forty vessels. When the great conflict began he was made a member of the Council of Safety of Connecticut, an arduous and responsible post, and, on the death of Gen. David Wooster, was made Major-General of the militia of the State, with power to call out the troops at any time for the defence of this or the neighboring States. His ample fortune, as well as his own labors, were sacrificed for his country; but not these alone. Four sons and two sons-in-law, young men of property, ability and bravery, endued with their father's spirit, entered with like zeal into the active duties of the service, and were found in almost every field, from the early entrenchments upon Bunker Hill to the victorious encampment on the plains of Yorktown. "If," said the speaker, "any family in the country contributed more by purse and sword to the advancement of American freedom, I have yet to learn its name." Two other Huntingtons, remote connections of the one just named, were also influential citizens of Norwich in the days of "seventy-six." Benjamin Huntington—known to older people as "Judge Ben."—was a distinguished lawyer. Placed with Gen. Jabez, in 1775, upon the Council of Safety, he was one of the prudent and sagacious counsellors to whom the colonial success in arms was especially indebted. The two who have now been mentioned were natives of the town; the third—the Hon. Samuel Huntington—although a native of Windham, was resident here during most of his life. It was his rare fortune to place his name beside the signatures of Roger Sherman and William Williams to the Declaration of Independence. The character of this eminent patriot, at one time President of Congress, and afterwards for ten years Governor of Connecticut, was then briefly sketched, and a letter read from his distinguished associate, William Williams, written soon after the 4th of July, 1776, in which he bestows the highest encomiums upon Mr. Huntington. The next character sketched was Dr. Philip Turner, a surgeon in the British army in the French war, and afterwards Surgeon General of the eastern department of the Continental army. No one in the country at that day was so distinguished as an operative surgeon. "He has," says General Jedediah Huntington, "a skill in saving limbs quite peculiar to himself," deserving of perpetual gratitude and honor. Among other choice spirits here resident at this period was Nathaniel Niles, well known as a political and theological writer. He composed, at Norwich, in 1775, a Sapphic ode, entitled "The American Hero." It began:—

Why should vain mortals tremble at the sight of
Death and destruction in the field of battle?

and was sung to a stirring tune called "Bunker Hill." No song during the war awakened such enthusiasm among the troops as this. Col. Christopher Leffingwell was Captain of the Norwich Light Infantry, a well disciplined corps very famous in its day. Col. Leffingwell was chairman of the Committee of Correspondence of the town of Norwich during the war, and was in constant communication with all the leading patriots of the State and country. He also acted as a sort of resident commissary. Norwich furnished not only statesmen to direct, surgeons to heal, poets to cheer, and commissaries to feed the army, but it sent forth warriors for the field. The four brothers Huntington were then individually referred to—Jedediah, Andrew, Joshua and Ebenezer. Durkee, Williams, Trumbull, Nevins, Fanning, Peters, Tracy and others were successively spoken of. The Norwich Navy Yard, with the building of a frigate for Congress by Col. Joshua Huntington, and the Norwich Armory, with the excellent guns which were made in it by Elijah Backus, were also described. The question was next raised, what were the people engaged in while the leaders were thus busy? Let the record of the period tell. As soon as the odious Port bill (June, 1774) closed the harbor of Boston, an indignation meeting was called in Norwich, at which the town house was so crowded that the meeting house was opened for the eager multitude. The rights of American freemen were then and there unequivocally and unanimously asserted; correspondence was commenced with the oppressed metropolis of New England; relief was promised. A generous and general contribution of money and provisions was instantly made. A flock of near 300 sheep were driven to Boston. Samuel Adams, in acknowledging their arrival, gratefully adds, in words worthy to be inscribed on yonder arch—fitter to be carried in your perpetual remembrance—"The part which the town of Norwich takes in this struggle for American liberty is truly noble." So began the Revolution in Norwich. Lexington found Norwich ready. Bunker Hill bears witness to the promptness with which the town responded to the earliest call for troops. One evening Col. Joshua Huntington received a commission, and before dawn the next morning sixty brave men had been enlisted by him. The same spirit continued throughout the war. Over and over again were contributions made for the army. The gifts of Norwich to its soldiers, writes a distinguished officer from the memorable camp at Valley Forge, are cheering indeed. Gen. Jabez Huntington gave up his fortune to the colony, permitting even the leaden weights by which his windows hung to be cast into bullets; and his generous example was imitated by others, each being liberal in proportion to his means. When at last the war was over, the sufferings of these brave patriots were not ended. They had bought the freedom, not of the town nor of the State, but of the continent. But they had bought it at the sacrifice of time, and labor, and health and prosperity. The old families were many of them sadly depressed in financial circumstances. New men came into town, enterprising and unembarrassed, business revived, and the community prospered. Yet in this period of prosperity, in this hour of jubilee, let gratitude and honor be unsparingly bestowed on the memory of those who pledged for us their lives, their fortunes and their sacred honor. The conclusion of the address spoke of the rapid growth of the town during the last fifty years and of the prosperity which marked the religious, educational and commercial institutions of the day. We see, he then said, that the foundations of our native town were laid with forethought by brave, intelligent and religious men; we rejoice that the right to the soil was acquired by purchase, and the former owners conciliated as perpetual friends; that our fathers were free from intoleration and bigotry, and were ready to argue or to fight in defence of civil and religious liberty; that they were industrious on the farm and enterprising in business; that they preserved the golden mean between conservatism and radicalism, being loyal to the King till endurance ceased to be a virtue, and then heartily devoted to the independence of America; that in the great conflict of the Revolution they sacrificed their fortunes and exposed their lives with a spirit of patriotism rarely equalled and never surpassed, and that their intelligence, thrift and virtue have secured to their children, under the blessing of Providence, prosperity and happiness at home—reputation, honor and influence abroad. Long live old Norwich! and when the last of us shall lie beneath the sod, when the deeds of the present shall furnish the materials of history, may it be the lot of the future chronicler, scanning the memorials of our day, to record with truth that we were worthy of the precious heritage which we now enjoy.

The meeting adjourned to half-past seven o'clock this evening.

The Late Frost.

Scattering accounts of the effects of the late frost of the first days of September are given in some of our exchanges, but the damage reported in detail is insignificant. We append some extracts. The damage is mainly in the Nothwest:—

Clinton, Rock county, Wis., Sept. 2.—The frost of last night has done its work thoroughly in this vicinity—potatoes and all vines are cut to the ground. Corn is very much injured, although some of the farmers think not enough to prevent its maturing; aside from the injury by frost, the corn crop promises well, although it has been exceedingly dry for two months. Wheat on this prairie (Jefferson) is exceedingly good in quality, and yields well; probably no better crop was ever taken off than this year.

A Chicago paper says:—

The frost on the night of the 31st ultimo, it is feared, has done considerable damage. The buckwheat, it is feared, has been ruined in the northern counties of the State, and great fears are expressed that the corn has also been damaged.

In McHenry county the frost was quite severe.

In parts of Whiteside county the cucumber and tomato vines and the more tender vegetables were nearly all destroyed.

The Joliet *True Democrat* says that the frost of Thursday evening was very severe in that country. In some sections the corn crop is very seriously injured and the potato tops and vines are cut down to the ground. It is estimated that one-half the corn crop in the country is ruined, but the *Democrat* hopes it will not turn out so badly.

The Milwaukee *Democrat* says:—Some portions of this State were visited again last night by a withering frost, cutting down in some localities the garden vegetables that had escaped the severe frost of the 5th June, and such as have been planted since. Some fields of corn on low ground, where frost is uniformly most severe, will no doubt be nearly ruined, as it is now scarcely out of the milk. Other fields on high ground have probably escaped so far, but we have no doubt that the visits of Jack Frost will be repeated until the corn crop is greatly damaged. The promise of the corn crop was poor enough in all conscience before the frost of last night, but it is still worse now. As for potatoes, the severe drouth has so checked their growth that nothing but a good soaking rain and the absence of frost for some weeks will make them even a tolerable crop. And as there is little reason to hope that the rain will fall or the frost hold off, we cannot see but that the crop must be a signal failure.

The Davenport (Iowa) *Gazette* says:—Thursday night the heavens were again illuminated by the brilliancy of the northern lights. The clouds rolled and tumbled like a troubled sea, presenting a most gorgeous appearance. The air was keen and chilly—ice having formed in some places the sixteenth of an inch thick. Vines of different kinds suffered severely, and the leaves of corn were frozen stiff. We do not think corn will be materially injured unless we should have a continuance of the same cold nights, in which case it will be impossible to calculate the injury that may accrue.

There were two or three frosty mornings last week in and about Ashtabula, Ohio, but nothing suffered. In Somerset, Lawrence, Armstrong, Venango, Indiana, &c., counties of Pennsylvania, slight dry frosts occurred every night of the week. So in New Jersey. Not much damage was done to the growing crops. The unusually cool atmosphere at this season of the year is believed by many to have relation, either of cause or effect, with the recent displays of what Humboldt calls the exhibition of a "magnetic storm."

THE FIRST COTTON.—The first bale of the season, says the Columbia *South Carolinian* of the 24 inst., was brought into our market yesterday, and was from the plantation of Mr. H. A. Meetze, of Lexington. The bale weighed 380 pounds, and was sold by Mr. J. A. Hendrix to James Milling & Co. for 12⅜c. per pound. It was classed "good middling." The Memphis *Bulletin* of the 1st says, that about sixty bales of new cotton had been received there up to that date.

DISUNION IN CANADA.—The Canada papers are discussing the question of the separation of Upper and Lower Canada. The *Canadien* and *Gazette de Sorel* favor disunion. The *Chronicle* opposes it, and the *Globe* advises careful consideration of the question.

THE STATE CANALS.

The Battle between the Two Organs of the Two Regencies.

[From the Albany Atlas and Argus.]

We are always glad to meet the *Journal* in the discussion of the financial condition of the State and the responsibility of the two great parties of the country for the present embarrassments. That paper seldom ventures upon this subject, but feeling its pressure upon its political fortunes, it, last evening, approached it and undertook to divide the responsibility of present debt and taxation with democrats—attributing, however, most of our calamities to the suspension of the public works in 1842. On this last point, we shall turn the *Journal* over, for the present, to the tender mercies of Lieut. Gov. Campbell and the other "radical democrats," now in association with that paper, who were zealous supporters of the democratic action of 1842. Their verdict will doubtless be that the canals were broken down by the whigs in 1841, rather than stopped by the democrats in 1842.

Our present object is to refresh the recollection of the *Journal* and of our readers concerning the origin of the run-in-debt policy, and to present some documentary extracts which that paper, in its researches, seems to have overlooked. We shall do this even at the expense of some repetition of facts often presented by us.

The law authorizing the enlargement of the Erie canal was passed in 1835. The subject was referred by the Legislature to the Canal Board, consisting at that time of William C. Bouck, Stephen Van Rensselaer, Greene C. Bronson, A. C. Flagg, John A. Dix, William Campbell and Michael Hoffman, and these gentlemen made a report to the Legislature recommending the enlargement on this financial basis:—

1. To reserve out of the canal revenues moneys enough to pay off the old canal debt, which they thought could be accomplished in 1835-36-37.

2. To enlarge the canal out of the surplus revenues of the canals, "without having recourse to new loans."

We copy the concluding portion of the report in question:—

In urging upon the consideration of the Legislature the importance of authorizing at the present session such an enlargement of the Erie canal as is conceived to be necessary to adapt it to the increasing trade of the country, the Canal Board desire to have it distinctly understood that they do not recommend such an expenditure of money upon this work as will interfere with the arrangements now in progress for accumulating a sum sufficient to pay the Erie and Champlain canal debt, and for restoring the auction and salt duties to the General Fund * * * The net proceeds of the Canal fund for 1835, '36 and '37, will probably be sufficient to pay the canal debt, and meet the disbursement on the contracts for doubling the locks. * * * After the period alluded to, the net proceeds of the canal tolls will be sufficient to meet the disbursements necessary for improving and enlarging the canals, without having recourse to new loans for that purpose.

WM. C. BOUCK, Canal Commissioner.
S. VAN RENSSELAER, Canal Commissioner.
A. C. FLAGG, Comptroller.
JOHN A. DIX, Secretary of State.
GREENE C. BRONSON, Attorney General.
WM. CAMPBELL, Surveyor General.
MICHAEL HOFFMAN, Canal Commissioner.

The law for the enlargement, passed in 1835, preserved the principles of this report, and directed the work to be paid for out of the surplus canal revenues, and made no provision for borrowing.

This was the democratic policy. Had it been adhered to the canals would now be completed, and the State would not owe a dollar on account of them. A simple statement of the amount of the surplus revenues from 1836 to the present time, and of the cost of the canals, will prove this beyond contradiction. In 1836 the old canal debt had all been paid except about $2,700,000. Starting with that year we give the following table, which, down to 1857, is copied from page 149 of Senate document 7, being the annual report of the Auditor for 1858:—

Years.	Gross Tolls in Each Fiscal Year.	Expenses of Collection, Superintendence and Ordinary Repairs.	Net Proceeds Each Year.
1836	$1,598,455 48	467,599 33	1,130,856 15
1837	1,325,609 77	608,993 60	716,616 17
1838	1,055,275 16	622,027 29	843,247 87
1839	1,655,788 56	504,757 53	1,150,026 03
1840	1,606,827 28	575,020 58	1,031,806 70
1841	1,989,666 71	514,517 55	1,475,169 16
1842	1,797,163 80	642,584 30	1,154,879 50
1843	1,953,329 08	531,145 56	1,422,683 52
1844	2,388,457 34	636,857 72	1,751,599 62
1845	2,375,533 43	738,106 32	1,637,427 11
1846	2,798,849 76	639,353 01	2,159,496 75
1847	3,463,710 26	643,766 08	2,819,944 18
1848	3,156,968 38	855,850 64	2,301,117 74
1849	3,378,920 18	685,803 91	2,693,116 27
1850	3,393,081 37	835,965 81	2,557,115 56
1851	3,703,999 34	907,730 20	2,796,269 14
1852	3,174,357 00	1,049,045 00	2,125,811 57
1853	3,162,190 00	1,098,476 00	2,063,713 22
1854	2,982,114 00	1,237,866 00	1,744,248 77
1855	2,672,906 00	989,792 00	1,643,114 00
1856	2,721,740 00	786,633 00	1,935,107 23
1857	2,529,866 00	970,453 00	1,561,359 92
1858	2,072,204 00	1,078,878 00	993,325 97
Total			$39,709,048 14

Deduct estimated cost of canals, viz:—	
Erie Canal enlargement	$26,000,000
Genesee Valley Canal	5,000,000
Black River Canal	3,000,000
Oswego enlargement	2,000,000
Debt in 1836	2,744,304
Cayuga and Genesee enlargement	650,000
Locks Champlain Canal	350,000
	39,744,304
Deficiency	$35,255 86

Thus showing that at the close of the last year, under the democratic policy, the surplus revenues would have paid for the canals within $35,255 86.

But let us see what the Seward policy has accomplished. In 1838 Mr. Ruggles, in a report from the Committee of Ways and Means of the Assembly, proclaimed the new financial theory that—

A sum of thirty millions might be borrowed, expended, and finally reimbursed within twenty years, or forty millions might be so borrowed and expended, and reimbursed in twenty-eight years.

In 1839 Mr. Seward, in his first message as Governor, endorsed Mr. Ruggles' theory, and recommended it as the "policy of the State," in the following language:—

I respectfully refer you to a report of the committee of the last House, in which this subject is discussed with eminent ability, and which results in showing that the canals are properly substantially unincumbered; that their productiveness would warrant the State in expending in internal improvements $4,000,000 annually during the period of ten years, and that the revenue of the canals alone would reimburse this expenditure previous to 1865. This sum exceeds any estimate of the expenses required to complete the entire system, while it is not to be doubted that the parts yet to be constructed will eventually be productive of revenue. The conclusions of this report, although of vast interest to the State, and, I trust, decisive of its policy, have not been questioned.

This theory of Ruggles and Seward of forty million debt has been carried out. The moneys borrowed have been eaten up in paying interest, and have been squandered, as moneys obtained by such a system of finance usually are. Instead of having the canals completed, they are yet unfinished, and we have the following canal debt:—

Old canal debt	$12,000,000
New canal debt	12,000,000
Floating debt	3,000,000
Total	$27,000,000

Add $3,000,000 to complete the canals, and we find the taxpayers of the State are thirty millions of dollars worse off under the Seward-Ruggles policy than they would have been under the democratic policy. This is the blessing which Sewardism has conferred upon the people of this State.

[From the Albany Evening Journal.]

We have already stated, what the *Atlas and Argus* cannot deny, that the Erie canal enlargement, the Chenango canal, the Genesee Valley canal, &c., were democratic improvements. Whether the debt created for their construction be less or more than $40,000,000, the laws under which the money was raised and expended were enacted by democratic legislatures and approved by democratic governors. But, silenced in this respect, the *Atlas and Argus* falls back and rests upon what it chooses to call "the democratic policy of paying as you go," or of progressing with the enlargement only as fast as the surplus revenue of the canals permitted. Now we will just strike this last "prop" from under the "democratic policy," leaving the edifice to topple down upon the heads of its builders.

The Erie Canal enlargement was authorized by a law of 1835, by a democratic legislature. Its dimensions, as will be seen by the following, were fixed by a democratic canal board:—

FRIDAY, July 3, 1835.

Present—Stephen Van Rensselaer (President); Samuel Young, William C. Bouck, Jonas Earll, Jr., and John Bowman, Canal Commissioners; John Tracy, Lieutenant Governor; Azariah C. Flagg, Comptroller; John A. Dix, Secretary of State; Abraham Keyser, Treasurer; Greene C. Bronson, Attorney General; William Campbell, Surveyor General.

The Board having taken into consideration the act entitled "An act in relation to the Erie canal," passed May 1, 1835, thereupon

1. Resolved, That the public interest requires the enlargement and improvement of the Erie canal, and the construction of a double set of lift locks therein.

2. Resolved, That the doubling of the locks and the works connected therewith ought to be commenced without delay and prosecuted with all reasonable diligence, beginning with that portion of the canal between the village of Syracuse and the city of Albany.

3. Resolved, Pursuant to the tenth section of said act that the enlargement of the canal should be commenced immediately after a sufficient sum shall have been collected and invested from the canal revenues to discharge the Erie and Champlain canal debt.

4. Resolved, That the Canal Commissioners proceed without delay to make surveys for all the improvements contemplated by the said act, and that they make the necessary appropriation of all lands, waters, and streams for the purpose aforesaid.

The Canal Board, consisting of Messrs. Van Rensselaer, Bouck, Earll, Bowman, Tracy, Flagg, Dix, Keyser and Campbell, made a special report to the Legislature, in relation to the enlargement, on the 26th January, 1836, which will be found in Assembly Doc. of that year, No. 98.

The following are extracts from that report:—

The Board, after a careful examination of the information derived from the surveys, and the facts submitted to their consideration, decided, that the canal should be enlarged to seven feet depth of water and seventy feet width of surface; and in the present month they agreed on a lock 110 feet long between the quoin posts and eighteen feet width of chamber. (Page 8.)

The importance, necessity and wisdom of an earlier completion of the enlargement became so apparent, that the Senate (still democratic) of 1837 adopted a resolution inquiring of the Canal Board whether, in its judgment, the interests of the State would not be promoted by the completion of the enlargement at a period earlier than was contemplated by the act of 1835?

To that resolution the democratic Canal Board (Messrs. Flagg, Dix, Earll, Bouck, &c.) replied as follows:—

It is the opinion of the Board that it is for the interest of the State to proceed with the enlargement of the Erie canal, so that it may be completed sooner than is contemplated by the act of May 11, 1835.—(Page 2.)

Gov. Marcy, in his annual message, thus earnestly recommended the completion of the enlargement "at the earliest practicable moment":—

The unfinished works of internal improvements, including the enlargement of the Erie canal, will involve, according to the estimates that have been made, an expenditure of $15,000,000.

The best interests of the State appeal to you with great earnestness to provide for the early completion of this important improvement. I am persuaded that a larger sum than the present appropriation might be advantageously expended without causing interruption or delays to the transportation on this canal.

In those seasons of the year when business is most active considerable inconvenience has already been felt on account of the inadequacy of this canal, and will soon become a serious evil by the rapid increase of agricultural products in the West, and of the quantity of merchandise required for consumption in that region.

There can be no doubt that the channel of communication between the Atlantic cities and the fertile regions of the West, through this State, is, to say the least of it, as eligible as any other that have been or can be opened; and both duty and interest indicate the propriety of making it not only adequate of the public wants, but of making it so at the earliest practicable period.

I respectfully commend this subject to your serious consideration, as one which not only connects itself with the welfare of this State, but with that of the extensive regions of the West.—(Assembly Journal, p. 21.)

The Canal Commissioners, Messrs. Earll, Bouck, Bowman and Baker, influenced by the same "more speedy impulse," said, in their report of 1838:—

In the session of 1835 an act was passed directing the enlargement and improvement of the Erie canal. From this time forward the Commissioners have regarded the policy of this State on this subject as settled, and all the plans and arrangements have been based on this supposition. (p. 7.)

The Commissioners have hitherto acted under limited appropriations, and their operations have been confined to those parts of the canal where the navigation was already interrupted by short levels and the frequency of locks, and where the mechanical structures required to be rebuilt.

The work for the enlargement of the canal not under contract, that, in the opinion of the Commissioners, ought to be immediately commenced, is the doubling of the locks from Albany to Syracuse; taking in additional feeders and enlarging the canal near the locks; rebuilding the lower aqueduct across the Mohawk river; building aqueducts over the Schoharie and several other creeks between Schenectady and the Little Falls; enlarging the canal through the east part of the city of Utica and building an enlarged weigh lock at that place; rebuilding the aqueduct over the Oneida creek and enlarging the canal at the end of it; cutting down the Jordan level and taking a feeder from the Nine Mile creek; building an enlarged weigh lock at Rochester, and enlarging the canal through the mountain ridge; rebuilding the locks at Lockport and the guard lock at Pendleton.

If the state of the funds would justify it, the work above mentioned could all be put under contract in the course of the present year. If a more speedy enlargement should not be directed by the Legislature, the Commissioners intend to apply the funds at their disposal to the enlargement, at such points as they deem most beneficial to the interests of the public. (Page 8.)

Acting upon the recommendation of a democratic Governor and democratic Canal Commissioners, the "democratic policy of enlarging the Erie Canal with its surplus revenue" was departed from by the Legislature of 1838. The Assembly of that year was whig—the Senate democratic. The Hon. G. W. Patterson, Chairman of the Assembly Canal Committee, introduced a bill appropriating $1,000,000 for the public works, which passed the House. In the Senate, on motion of Mr. Wager, (a democrat,) it was so amended as to appropriate four millions. The House concurred in the amendment, and the bill thus amended was approved by Governor Marcy, and became a law. In this precise and exact manner the "safe democratic policy of enlarging the canal" was ignored.

To show beyond all possible cavil the entire abandonment in 1838 of the "safe democratic policy of pay as you go," we need only refer to the special message of Governor Marcy, recommending a loan by the Commissioners of the Canal Fund of $7,500,000, to be used first to enable the banks to resume specie payments, and then to be drawn from the banks to carry on the public works. We quote from the Governor's message:—

To avoid the creation of a new stock for the express purpose of being loaned to the banks for a long period I recommend that the Commissioners of the Canal Fund be authorized to issue stock, which it is now certain will become necessary within a few years for the enlargement of the Erie canal, and the completion of the Black River and Genesee Valley canals, and if the apprehended emergencies should arise, demanding its use, to loan it to the banks requiring of them the most ample security for the punctual payment of the interest, and the reimbursement of the principal from time to time, as money may be wanted in the progress of the works.—(Page 6.)

With a view of making ample provisions for any such exigency, I respectfully recommend that authority should be given in the manner suggested to issue stock for the contemplated purpose to the amount of six or eight millions of dollars. This recommendation does not, it will be perceived, propose the creation of a stock, and eventually if need be, the raising of money expending for sustaining the banks in the measure of redemption and retrieve from their present depression the business concerns of the people; but it suggests for those highly important purposes, that the moneys which it is known will be required for the public works already authorized by law, should be raised a short time before they are wanted for expenditure.—(p. 7.)

And a bill authorizing a loan of $7,500,000, in accordance with the Governor's recommendation, passed the democratic Senate, April 16, 1838, by a vote of 17 to 13. But it was rejected by the whig Assembly, and the banks resumed without State aid. It was no fault of the democracy, therefore, that beside the $4000,000 appropriated for the canals in 1838, the canal debt was not then further increased by a loan of $7,500,000.

In the annual report of the same democratic Canal Commissioners, in 1839, we find them saying that:—

The public interest would be essentially promoted by as speedy a completion of the enlargement of the Erie canal from the Hudson river to Lake Erie as the facilities for obtaining money and proper economy in reference to the expenditures, would justify.

In that report the Commissioners say that the whole work of the enlargement should be put under contract in 1839 and 1840; and they then add:—

It will be seen by this proposed arrangement of the manner of proceeding with the work of enlargement, that the enlarged canal will be finished and ready for use, from Albany to Syracuse, in the spring of 1842; to Montezuma, in the spring of 1843; to Rochester, in the spring of 1844; and to Buffalo, in the spring of 1845. (Page 21.)

In the same report the Commissioners say that the engineers' estimate of the work upon enlargement then under contract are $10,405,918 38, and that "this sum will necessarily be increased for contingencies, to cover the expense of engineering, superintending and for miscellaneous payments." (Page 21.)

In the report of Messrs. Bouck, Earll and Baker, Canal Commissioners, of 28th January, 1840 (Assembly Documents, 1840, No. 60, p. 75), they say:—

The successive Legislatures of 1834, 1835 and 1838, who acted on this subject, no doubt were impressed with a conviction that the enlargement was practicable; that, in reference to the future wants of the country, it was indispensably necessary; that its importance would justify any probable expenditure, and that the tolls collected would reimburse the State.

The Commissioners had, previous to the passage of the acts of 1834 and 1835, seen that the business on the Erie canal was fast approaching the utmost amount its capacity could accommodate, and the necessity of adding to that capacity, in order to keep pace with the increase of trade had to them for many years been apparent. It had also been to them quite obvious that the Western States and Territories would at no very remote period pass on the Erie canal, property paying a much greater amount of toll than would be paid by citizens of this State. They supposed that the utmost efficiency which could be given to the canal would be needed at some future day, and that it was the part of wisdom and economy to put this great work on a basis corresponding with the extent of business for which it was designed.

They have, on every proper occasion, brought to the consideration of the Legislature the necessity of making adequate provision for the accommodation of a trade which, to them appeared to be of the utmost importance.—(Assembly Document, 1840, No. 60, pp. 75, 76.)

The "democratic policy," as we have now shown by extracts from official documents, contemplated the completion of the Erie canal enlargement in 1845. To effect this, democratic Canal Commissioners recommended that the whole work should be put under contract by 1840. And to enable the Commissioners to complete the work "at the earliest possible period," the democracy appropriated $4,000,000 in 1838.

The Canal Commissioners, with $4,000,000 in hand, proceeded in "hot haste" to put the line under contract, taking care that their political friends received the contracts. All went on under the "more speedy impulse" until the people, roused by the oppression and rapacity of the federal government, overwhelmed and crushed them out.

The whig State officers who came into power in 1840, while carrying out the "canal policy" and executing the "canal contracts" of their predecessors, were turned upon, howled at and hunted, as the persons responsible for the "forty million debt," in the creation of which they had no hand, part or lot. An artificial "panic" was created. The credit of the State was struck down, the value of its stocks ruinously depreciated, the people alarmed, and in an hour of delusion and folly the democracy restored to power. A suspension of the public works followed. More money was awarded, in some cases, to pay contractors for stopping, than would have been required to finish their work. A direct tax was levied and collected to pay for stopping instead of finishing the canals.

It may be well to remark here, that the people were reconciled to the seven feet by seventy enlargement of the Erie canal, by an official assurance from the Engineers and Commissioners that it would only cost $12,000,000.

And it should never be forgotten that the advantages of the enlargement were lost by the incendiarism and destructiveness of the democracy in suspending the work in 1842, instead of completing the enlargement, as the Canal Commissioners promised, in 1845.

[From the Atlas Argus.]

If anybody has occasion to forget the years 1838 and 1842, it is the *Journal* and its friends. It was in the former year that the project of a $40,000,000 debt was formally brought forward in the Assembly by Samuel B. Ruggles in a report from the Committee of Ways and Means, in which he advocated in his very peculiar and gorgeous style, and with what Governor Seward in his first message characterized as "eminent ability," that "a sum of thirty millions might be borrowed, expended and finally reimbursed, within twenty years, or forty millions might be so borrowed, expended and reimbursed in twenty-eight years." Mr. Ruggles, after having proved to his own satisfaction the safety of borrowing forty millions, concluded his report with the following recommendation:—

The committee, therefore, have no hesitation in recommending that the State proceed promptly to borrow such moneys as are needed to prosecute most vigorously its works, in lieu of appropriating the revenue only of the present canals for the purpose of making such expenditures as the interests of our citizens require. They would suggest that the State should retain that revenue as a sinking fund to pay the interest on all moneys that it may borrow from time to time to prosecute and perfect a liberal system of internal improvements.

In this formal way, Ruggles, in that unlucky year, 1838, invented and proposed the scheme of a forty million debt. Seward was elected Governor in the fall of 1838, and in his first message he formally endorsed and adopted Ruggles' project, and pressed it upon the legislature as "of vast interest to the State," and, said he, "I trust decisive of its policy. We quote his language, as the *Journal* seems oblivious as to "when, or where, or how" Seward and Ruggles contracted this debt:—

I respectfully refer you to a report of the committee of the last House, in which this subject is discussed with eminent ability, and which results in showing that the canals are properly substantially unincumbered; that their productiveness would warrant the State in expending in internal improvements $4,000,000 annually during the period of ten years; and that the revenue of the canals alone would reimburse this expenditure previous to 1865. This sum exceeds any estimate of the expenses required to complete the entire system, while it is not to be doubted that the parts yet to be constructed will eventually be productive of revenue. The conclusions of this report, although of vast interest to the State, and I trust decisive of its policy, have not been questioned.

We have thus informed the *Journal* how Ruggles and Seward initiated the scheme of a forty million debt. They were trusted—the one as Canal Commissioner and the other as Governor—with the duty of carrying it into effect, and before 1842—the other year which the *Journal* thinks ought to be forgotten—the whole thing broke down. Under the management of these distinguished financiers the credit of the State was ruined, its stocks fell twenty-two per cent below par, and unable to borrow any more money to go on with the canals, the work on them was suspended for want of funds in the fall of 1841, and the people, seeing the incompetency of the Seward dynasty, at the election of that year restored the democrats to power, and entrusted to them the work of resuscitating the State credit, and saving the canals from the bankruptcy into which Ruggles, Seward, Weed & Co. had plunged it.

From 1838 to 1842, under the "more speedy impulse system" of Ruggles, Seward & Co., the following sums of money were borrowed by the State:—

1838	$4,350,761 54
1839	2,135,185 49
1840	4,497,297 90
1841	3,609,414 57
1842	3,814,181 00
Grand total	$18,410,841 51

Yet in the face of all these facts, the *Journal* has the effrontery to persistently charge the misfortunes of the canals and the indebtedness under which the people will groan through years of taxation, to what it flippantly terms "the stop law of 1842." The law of 1842 did not stop the canals. Seward extravagance and profligacy stopped them in 1841, because capitalists would not lend the "more speedy impulse" politicians any more money. Bouck, Earll, Flagg and their compeers had gone out, and Ruggles, Seward & Co. had come in, and that sensitive barometer, the money market, soon noted the change in the financial atmosphere and foretold the storm which rapidly came. It must be agreeable to the "radical democrats," now led into association with the *Journal* on a single question, to be obliged silently to submit to this daily impeachment in that paper, of their action in 1842. Have they changed their views of the canal and financial measures of that period? Do they now endorse Ruggles and Seward and repudiate Bouck, Earll, Hoffman and Flagg? Does the *Journal* speak the views of the present republican party on questions of State policy, or only those of repudiated financiers Ruggles, and Seward? Perhaps the "Radical democrats" will answer the question.

[From the Evening Journal.]

The *Atlas and Argus*, in reply to our demand for the figures to substantiate its charge that Governor Seward was responsible for the "forty million debt," produces the following:—

From 1838 to 1842, under the "more speedy impulse system" of Ruggles, Seward & Co., the following sums of money were borrowed by the State:—

1838	$4,350,761 54
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A lame enough demonstration. In the first place the democrats had complete control of the State in 1838. Gov. Marcy was Governor. Messrs. Bouck, Earll, Young, &c., composed a democratic Board of Canal Commissioners, and there was a democratic majority in the Legislature. Although the whigs elected their Governor in the fall of that year, the democrats retained power over the canals during 1839, and it was not until February, 1840, that the whigs got control of them. When they did they found appropriations and contracts already made by their democratic predecessors, so that the democratic policy was in these respects necessarily continued. In 1841 the democrats again carried the election, and whatever debt was contracted in 1842 they were solely the authors of.

So that, by its own showing, the *Atlas* convicts its democratic friends of at least twelve of the eighteen millions it enumerates, and a simple reference to the history of those years shows them in fact responsible for the whole.

To what straits must a journal be reduced for arguments when it can find nothing better than the subterfuge of charging acts committed by its own party, when in power, upon those who were at the time in the minority. If this is the best showing the *Atlas* can make the less it says about the "forty million debt" hereafter the better it will be for itself and for its political friends.

[From the Atlas Argus.]

Just as the friends of the canals are gathering in Convention to see what they can do for them—just as Messrs. Ruggles & Co. are contributing their poetical figures of speech to supply the deficiency in their other figures which ought to make up the annual exhibit of revenues, but which now only show deplorable deficits—just at the moment when the superior wisdom of the State is about to assemble at Syracuse to proclaim the policy of blocking up all other avenues of commerce, in order to give exclusive privileges to the canals, the *Evening Journal* engages in the labor of proving that the democrats were responsible and alone responsible for the Erie canal enlargement, the Chenango Canal, the Genesee Valley canal, &c., &c. Democratic legislatures passed the laws, democratic governors approved them, democratic canal boards laid the plans for all the work. The internal improvement party in this State was the democratic party and no other.

What is to be done with that period of four years from 1839 to 1843, in which Governor Seward was at the helm of State—a period of immense speculation, enterprise, expenditure and debt? In France, the Bourbons ignore the period of the revolution and Empire and leave no interregnum in royal annals, between the reigns of Louis XVI. and Louis XVIII., filling it up with the imaginary Louis XVII.; and in like manner, the Napoleonists ignore the restoration, and place it on record as the reign of Napoleon II., setting aside all the intermediate royalties. The theory of the *Evening Journal* requires the obliteration of the Seward era from the political history of the State. If democrats did everything, originated everything, and consummated everything, in the way of internal improvements, what becomes of the second Clinton? What did he do? For what was his administration known? For the pardon of criminals and the mere parade of office? That is its history, as the *Journal* represents it.

THE CANAL CONVENTION.

[From the Atlas and Argus, Sept. 3.]

The Canal Convention which met at Rochester on Thursday, does not seem to have attained any definite end, or to have taken any course that will materially affect public opinion.

It was composed principally of republican politicians, who apparently despair of their own party, under its present management, and who are anxious either to give its policy a new direction or to seek out a new political organization.

This, however, they must fail to do, so long as they pursue a merely retrograde policy, seeking to place impediments in the way of invention and of material developement, and to obstruct the channels of trade.

The condition of our Canals is such as to call for the wise counsels of prudent men. They are great undertakings, in which the interests of the State are deeply involved. It is idle and wicked to get up the false issue of a sale of the public works, so long as the constitution forbids their sale. The real and present problem before the people is, how shall they be administered so as to secure the greatest efficiency, at the least expense to the interests that use them, the consumers who profit by them, and the taxpayers who are threatened with the burden of their support.

This Convention does not seem to have been composed of such men. There were doubtless honorable and sensible gentlemen in it, who spoke in the interests of the canals and of the public; but the greater number were politicians seeking to influence the nominations of the approaching State Conventions, and the emissaries of railroads, sent there to rail against the central line, the chief object of vituperation.

The *Evening Journal* ignores the existence of the Convention—a significant course in a paper which for scores of years has made its political capital in the same way, as the originators of this body propose to do, as the special and exclusive friends of the canals.

Canadian View of the Puget Sound Question.

[From the Toronto Globe, September 6.]

The island of San Juan (not the home of Robinson Crusoe) but one which lies in a much higher latitude, promises to become a place of importance during the next few months or years. It is a low lying bit of land situated at the mouth of Puget Sound, between the Island of Vancouver and the American Territory of Washington. The Treaty between Great Britain and the United States, of 1850—[1846: ED. HERALD]—declared that the boundary line should be in the middle of the channel, between Vancouver and the main land. Now, the trouble is that there are several channels.