LEWISBURG CHRONICLE.

H. C. HICKOK, Editor.
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Watching.

[☞ The following lines are printed from the proof sheets of the volume of poems soon to be issued by L. Colby, from the pen of Mrs. Emily C. Judson. "The poem," remarks the Baptist Recorder, "was evidently written in the East, during Mrs. Judson's lonely watches by the bedside of her dying husband. The lines are instinct with the gentle sorrow and trembling tenderness of a woman's heart, amid the gathering shadows of a half anticipated bereavement. No English poem with which we are acquainted gives a more perfect reflection of an Oriental night. Even Heber's beautiful lines to his wife must yield to these in delicate beauty, depth of feeling, and that strange skill of the heart by which, Hamlet-like, the writer gives the sombre hue of her soul to the distant tinkling of the pagoda bells, the cool breezes of night, and the shadows which,

'With gentle human care,
Compassionate and dumb,'

sway to and fro around the lowly couch of the Christian hero."]

Sleep, love, sleep!
The dusty day is done,
Lo! from afar the freshing breezes sweep,
Wide over groves of balm,
Down from the towering palm,
In at the open casement coming run,
And round thy lowly bed,
Thy bed of pain,
Bathing thy patient head,
Like grateful showers of rain,
They come;
While the white curtains, waiving to and fro,
Fan the sick air;
And pensively the shadow come and go,
With gentle human care,
Compassionate and dumb.

The dusty day is done,
The night begun:
While prayerful watch I keep,
Sleep, love, sleep!
Is there no magic in the touch
Of fingers thou dost love so much?
Pain would they scatter poppies over thee now,
Or, with a soft caress,
The somnolous dip its own upon the press
Upon the weary lip and aching brow,
While prayerful watch I keep—
Sleep, love, sleep!

On the pagoda spire
The bells are swinging,
Their little golden mouths are in a flutter
With tales the wooing winds have dared to utter,
Till all are singing
As if a choir
Of golden-nested birds in heaven were singing,
And with a lulling sound
The music floats around,
And drops like balm into the drowsy ear;
Commingling with the hum
Of the Sepoy's distant drum,
And hay-bird's ever droning near
Sounds these of deepest silence born,
Like night made visible by morn;
So silent, that I sometimes start
To hear the throbbing of my heart,
And watch, with shivering sense of pain,
To see thy pale lips lift again.
The lizard, with his mouse-like eyes,
Peeps from the mortise in surprise
At such strange quiet after day's harsh din;
Then venturesomely out,
And looks about.
And with his hollow feet
Treads his small evening beat,
Pausing upon his prey
In such a tricksy, winsome sort of way,
His delicate marauding seems no sin.
And still the curtains swing,
But noiselessly;
The bells a melancholy murmur ring,
As tears were in the sky;
More heavily the shadows fall,
Like the black foldings of a pall,
Where just the rough beam from the wall;
The candles flare
With fresher gleam of air;
The bottle's drone
Turns to a dirge-like, solitary moan;
Night deepens, and I sit, in cheerless doubt, alone.

The Chesapeake Bay Pilot's Story of the Wreck.

"Now, Pilot, tell us something awful;" said Miss D., "something, for instance, about a horrid wreck!" "Ah," replied Mr. Mellen, "the horridest wreck I ever knowed was the peace of my mind, that got stove all up by that Methodis' minister's 'tinerating about in this bay, and runnin' foul of Sue Withers. However, that schooner was an awful one too. Let me see, it was four years ago last March, as we were cruising off the Capes, having run out of Hampton roads, just after a hard blow from the eastward was over, and the breeze had sprung up from the westward.

We were running out under jib and mainsail, when early in the morning we made something on the weather bow which looked like a rock, which we knowed in reason it couldn't be, but there not being any sail in sight, and as we had plenty of time, we luffed up to see what it was. That's what people ought to do, whether they have time or not. God knows how many a poor fellow had stood alone on a wreck when a vessel has passed in plain sight, supposing it to be abandoned. Ah yes, it was abandoned after that vessel passed on, and the agony of despair endured by that poor soul as the sail disappeared in the horizon was a balance in the scale of human joy and woe to all the happiness those cruelly careless deserters could ever know. Oh, I wish that people would think of this, for what is the satisfaction of a few hours shorter passage to that of rescuing a fellow creature, or of having had the will to do so, from a miserable death. Yes, a man who, from such motives has boarded a wreck, even should it prove that there was no one on board of her, can fill away his maintopsail again with a feeling of greater satisfaction with himself for having done his duty than if the whole world had congratulated him upon having made the shortest passage or the most profitable voyage on record.

However, as we hauled our wind, you see it was no credit to us, it not being out of the way of our cruise. Pretty soon we made it out; it was a vessel bottom up, and might be of a hundred and fifty tons or so. She was so far under abaft that we could not make out her name; and I don't know as we did it for any reason in particular, but as the sea was smooth, we launched the canoe and went alongside, and some of us got out upon the vessel's bottom. Think of our surprise on hearing a knocking from inside! At first we thought it might be some of the cargo floating about in the wreck, but as we listened we heard indistinctly but surely a human voice.

Instantly returning to the boat we procured the few tools that were on board—an axe, a hatchet, and a saw, and commenced cutting a hole near the garboard, but in our haste the axe went overboard upon the first blow, and was lost; and this carelessness how bitterly was it repented of! Well, we worked away with the hatchet and the saw, so that in a few moments we made a hole in the plank under which we had heard the noise, large enough for a person to show his face, and for us to hear from below the shout of joy of those who had hailed us as their deliverers. Never were men destined to be more disappointed than these poor wretches were. For a few moments they gave themselves up to the delirium of joy, and then—when the awful truth dawned upon them that we, instead of saving them, were sending them to more speedy destruction—there came a contrast no pen con describe, no tongue can tell. The hole which we had made, although not large enough to extricate a man, allowed the air which had kept the hull afloat to escape, and to our horror we saw that the vessel was every minute sinking and we ourselves coming nearer to the surface of the water.

We worked with the hatchet and the saw with all the energy men are capable of, but could only cut the plank. In vain we hacked with our little hatchet upon the close timbers of the schooner. Our axe! we would have given worlds for it now; it might have saved them. But soon they as well as ourselves began to perceive that all exertion was useless, and they crowded the small aperture we had made, putting through their hands and seizing ours with convulsive grasps.

Oh, hope long deferred, thus to dawn in estacy and to sink in despair! They yelled, they blasphemed, and they prayed.—They cursed the light of heaven which broke upon them the sooner to shroud them in eternal darkness, and then they fervently implored forgiveness.

Amidst this confusion the Captain of the schooner made his way to the opening, and arresting the disorder beneath, asked of us, with a cool manner and a perfectly calm voice, how much of the hull seemed yet to be out of water. We told him, and then heard him communicating the information to those below, and giving his orders to maintain silence while he related his story, which was necessarily short.

They were from an Eastern port, bound to Charleston, nearly in ballast. When they were capsized in the late gale, two men were lost, but most of them being below, as the schooner was lying, to they were able upon her going bottom up to get through the run scuttle into the hold.—The confined air had held the vessel up till now, but they had despaired of succor knowing how improbable it was that the wreck should be seen, or if seen, that any one would search for them.

Thus they had been for four days, having found sufficient provisions for subsistance, but with expectation of release they had resigned themselves to a fate that seemed inevitable. But when they heard the sound of our footsteps, then they tho't their preservation sure—but now their disappointment was the frenzy of despair.

But the Captain was a man! There he hung on by the floor timbers, and told his story—gave his name and the names of his crew—bade us good bye in a firm and manly voice, which only faltered as he gave his last message for his wife and children.

"Put your hand through," he said to one of us, "and let me kiss it. When you land, go to my home, and let my dear wife put her lips to the same spot. Tell her it is all I can send her from here, but that my last breath shall be a prayer to God for her and her little ones! And now, good bye, my kind friends—you have done all you could for us—God will reward you—look to your own safety." It was time indeed, lest our canoe should be swallowed up in the vortex of the sinking vessel; and with feelings to which nothing of wretchedness can compare, we shoved off to our pilot boat.

In a moment the wreck went down, and the last vestige of those it contained was the arm of her noble-hearted master, as it seemed to wave an adieu to us, and to all things of earth.

Cost of News.—The cost of telegraphic and marine intelligence to seven associated New York papers is said to be not much short of $100,000.

Sunbury & Erie R. R. Injunction Case.

OPINION OF THE COURT.

Wm. F. Packer et al. vs. The Sunbury & Erie Railroad Company.

Black, C. J.—The bill in this cause sets forth that the plaintiffs are Stockholders in the Susquehanna Railroad Company, which was incorporated by an act of the Legislature, passed 14th of April, 1851, and authorized to construct a road from Sunbury to Harrisburg or Bridgeport, with a provision that unless the work should be commenced three years from the date of the act, the charter should be void; that in pursuance of this act of incorporation large subscriptions have been made to the capital stock of the Company, letters patent have been issued by the Governor, officers have been elected, a corps of engineers employed, and an exploratory survey made. The bill complains that the Sunbury & Erie Railroad, under color of its charter and of a supplement passed in 1852, claimed to have the authority to make and construct a Railroad over the same route, and that the last mentioned Company has actually begun the construction of such a road and entered upon the ground surveyed by the company to which the plaintiffs belong, and is at this time prosecuting its work. These acts and doings are avowed to be contrary to equity and good conscience, and without any authority whatever in the charter under which the Sunbury & Erie Railroad Company pretends to be acting. The relief prayed for is an injunction. The bill having been filed, a preliminary injunction is moved for to prevent the defendants from proceeding further until the cause is decided.

The motion is insisted on the grounds, 1st. That the plaintiffs being corporators have no right to sue, either at law or in equity, except by their corporate name. 2d. That the survey of the Sunbury & Erie Railroad Company was made before the issuing of letters patent by the Governor to the Susquehanna Railroad Company; and, 3d. That the 9th section of the supplement to the defendant's charter, passed on the 27th of March, 1852, gives to the Sunbury & Erie Company the right to extend its road from Sunbury, by the valley of the Susquehanna, to such point on the Pennsylvania Railroad as they may deem expedient, and therefore the acts and doings complained of are not usurpations, but fully authorized by law.

The plaintiffs have a right to amend their bill by changing the name. For that purpose a motion has been made, and is now pending. If, therefore, it be true that a final injunction can not be decreed on the bill as it now stands, the objection would not avail to prevent the preliminary injunction.

There does not appear to have been any tardiness in the organization of the Susquehanna Company. There is nothing in the lapse of time which intervened between the act of incorporation and the issuing of letters patent to forfeit corporate rights granted to the Company, or to divest the Stockholders of the privileges which the charter was intended to confer. The acts done and threatened to be done by the defendants, are, therefore, as much against the law as if they had all been committed after the letters patent were issued. Unless these acts can be justified in some other way, this will be no excuse.

The strain of the case is on the construction of that section in the supplement to the defendant's act of incorporation which is relied on as giving them the privilege to make a railroad along the same route which the Susquehanna Company has adopted, and the counsel on both sides have done well to throw almost the whole weight of their argument on that point. We have considered it with the care which is due to a question involving interests, public and private, of so much magnitude.

In 1837, the Legislature incorporated the Sunbury & Erie Railroad Company, with authority to make a railroad from Sunbury to Erie, but without any authority to extend their work further south or east than Sunbury. By this, their original charter, they had no more right to make a road from Sunbury to Harrisburg, than if they had never been incorporated at all. Such was the state of things in 1851, when the charter was given to the Susquehanna Company. The act which brought the latter Company into being gave them the privilege of constructing their railroad along the Susquehanna river between Harrisburg and Sunbury, by a route to which nobody else had any right or pretence of claim. On the faith of this unequivocal grant of authority to construct their work on a track then entirely open to their enterprise, they raised the capital necessary for the purpose, and prepared to commence it. It is at this stage of their progress that the Sunbury & Erie Company set up their claim as grantees from the State of the same privilege, and assert that they too have a legal right to make a road between the same termini, along the same valley, and by the same intermediate points. Did the Legislature intend that these two companies should each have equal authority to construct the same identical work?

Did they desire or expect that two railroads should be made between Harrisburg and Sunbury, and conducted by two different companies? It seems to us extremely improbable that this could have been contemplated. Doubtless it was very desirable that an improvement so important to the northern part of the State, should be finished as soon as possible, but the struggle between two companies invested with the same privileges, each having an equal right to the ground, would be more likely to end in the ruin of both, than to give either a fair chance of success. Legislation like this would not only be injurious in its effect on the public interest, but it would be wrong against the company first incorporated, whose stock, subscribed in confidence on the good faith of the State, would be greatly reduced in value, and perhaps rendered worthless. This would be such a violation of justice that no one would expect to see perpetrated by the Representatives of a people who love the right and hate the wrong, like those of Pennsylvania. The improbability that the rival corporations were intended by the General Assembly, to be clothed with equal power to make the same road along the same route, is infinitely increased, when we find that no provision is made for settling in any legal way, the innumerable disputes which in that case must necessarily arise between them.

We assume that it is practicable to make both roads, and practicable it doubtless is, at least in that sense in which anything is practicable by those who have the command of very large means, and are willing to use them unsparingly. Nevertheless the choice of the best location, especially in the narrow parts of the valley, or where the river washes the foot of the mountains may be of such immense value to the party which gets it that it would be fiercely contested for. How is such a contest to be settled? Shall it be determined by the wager of battle? Or in what other form shall the appeal to force be made? The wisdom of the State has furnished no law to settle it by but the law of the strongest. The struggle would not cease with the survey, and when the building of the two roads would bring thither thousands of excitable men, the probability of violence and bloodshed would be very great. Supposing the road to be made, and the cars and locomotives of the respective companies to be running side by side, and sometimes crossing each other's track, what hope could be entertained that they would regard each other's convenience and interest in such a manner as to keep the peace and avoid collisions dangerous to property and life?

Certainly the least desirable of all things would be two railroads, thus lying together, interfering with each and conducted by rival and hostile companies. The most extravagant and wasteful expenditure of capital which can well be conceived of would be that of the millions which, according to the defendant's opinion, the Legislature meant to have thrown away on this double enterprize. Perhaps it has never been heard of before that any legislative body in this Union, or elsewhere in the civilized world, has created such a difficulty in the prosecution of internal improvements, or adopted any measure so full fraught as this would be with impolicy, wrong and peril. These considerations are sufficient to induce a careful examination of the statute before we adopt the construction contended for. When the Legislature means to invade previously invested rights, to disregard the public interest and endanger the peace of the Commonwealth, its intention must be expressed in terms free from all ambiguity.

One argument has been used by the defendants' counsel, which, at first, seemed not to be without weight. It was contended that the purpose of the second law was to give Philadelphia the advantages to which she was fairly entitled and to prevent Baltimore from competing with her. It is natural and commendable in the Legislature to guard the interests of our commercial metropolis, and perhaps not less so to feel some jealousy of a rival city. If, therefore, the Susquehanna Company's charter is likely to benefit Baltimore and injure Philadelphia, this would have been a very good reason for refusing it at the beginning. But being granted, and the aversion to its inexpediency being once overcome by other considerations, it seems like a very slight reason for authorizing another Company to interfere with the rights it secures.

All the arguments *a priori* are therefore against the defendant, and impose upon us the necessity of giving to this statute a construction strongly in opposition to the right claimed under it. But to justify a strict construction, it was not necessary to consider the nature and circumstances of the particular law before us, for it belongs to a class of statutes which by a long established and well defined rule of interpretation in all the States of the Union, as well as in England, must receive, and uniformly have received the strictest construction. All acts of incorporation and acts extending the privileges of incorporated bodies, are to be taken most strongly against the companies—whatever is not expressly and unequivocally granted in such acts, is taken to have been withheld, 11 East 685. 4 Bingham 452. 2 Barr & Adolph, 646. The same rule was laid down on very clear terms by Chief Justice Marshall in Billings vs. The Providence Bank, 4 Peters 514. In the Charles River Bridge vs. The Warren Bridge, 11 Peter 521, it was placed on grounds so impregnable by the present Chief Justice of the Supreme Court of the United States, that it is not probable we will ever hear it seriously questioned again. In this Court it has been often recognized, and so far as I know, never denied. See Easton Bank vs. The Comm., 10 Barr. 442, and the cases there cited.

Let it not be said that both parties in this cause claim under the acts of incorporation, and therefore both are equally affected by the operation of this rule, for though that be true, one of them is beyond its reach. The Susquehanna Company claims under a charter which is free from all doubt or ambiguity. It is not pretended that they have all the rights which they claim. They are here not defending their own privileges, but seeking to restrain the exercise of those claimed by the Sunbury & Erie Company. The great principles of construction ruled in the Charles River Bridge case are therefore strongly in favor of the plaintiffs.

Keeping this in mind, and remembering that the supplement relied on is not only a public grant, but a public grant which seriously conflicts with a previous one, and is, in its nature, purpose, and object, such a one as no Legislature would be likely to make, we come to examine the 9th section of the supplement to the defendant's charter, which is as follows:

"That the said company shall have power to construct lateral and branch roads from the line of their road, at, southward or eastward, from Williamsport, to intersect any other railroad by means of which the said company may be enabled to form connections with the city of Philadelphia by way of the valley of the Schuylkill; or, as hereinafter provided, by way of the valley of the Susquehanna: *Provided*, That on any road that may be made between Sunbury and Harrisburg, the same tax be and is hereby imposed as is now or may hereafter be imposed by law on the Susquehanna Railroad. And provided further, That if the Susquehanna Railroad Company shall fail to put that portion of the line of their road under contract between Bridgeport and Sunbury within one year from the passage of this act, and complete the same within two years thereafter, then, and in that case, the Sunbury & Erie Railroad Company is hereby authorized to extend their road from Sunbury by the valley of the Susquehanna, to connect with the Pennsylvania Railroad at such point as may be deemed most expedient by the said company, on the same terms and conditions that they are now authorized to construct the main line of their road between Sunbury and Erie."

That the last of these two provisions does couple a condition with the powers granted to the Sunbury & Erie Company of extending their road by the Susquehanna is so plain, that any attempt to prove it would be a mere waste of words. That the privilege is only to be exercised if the Susquehanna Company fail to complete its work within a certain time, and shall only proceed with the extension, "then, and in that case," is wholly undeniable. Shall we treat this proviso as nugatory and meaningless? Shall we strike it from the statute and give it no attention? Certainly not. Yet how can we say that the power claimed is given without condition, unless we eliminate the words which impose the condition. We can not consider the section in detached parts. We must take it as a whole. All of it is consistent, and if it were not, that would not help the defendant's argument, for the rule in cases of irreconcilable repugnancy is to let the last part and not the first determine the meaning of the lawgiver.

At the head of the section, the company is authorised to form connections with Philadelphia by way of the valley of the Susquehanna. How? As hereinafter provided. And then follow the two provisoes, one imposing a tax, and the other fixing a time when they may begin. Both these provisoes are, one as much as the other, drawn up to, and connected with the grant, and made part and parcel of the grant by the words, "as hereinafter provided." What is hereinafter provided? That the right shall be exercised if the other Company fail, is as much hereinafter provided, as it is hereinafter provided that a tax shall be laid on any road that may be made. But it is argued that the power is given in the body of the section, coupled only with the condition in the first proviso, and that the second proviso is a new grant of the same power upon new conditions. This forces us to ask why two separate grants, totally independent of, and unconnected with each other, should be run together in the same section. Why should one independent grant be tacked, as a proviso, upon another?

But this is not all. The section says they may construct lateral and branch roads, and form connections with Philadelphia by way of the Susquehanna, *as hereinafter provided*. Now these last words must point to some *mode of making* the road or *forming the connection*, for that is the thing to be done as hereinafter provided. And to satisfy this call we are directed to the first proviso, which points out no mode of exercising the power at all. It declares that *any* road, through that valley shall be subjected to a tax. And is a tax imposed by law upon a road when made, to be called a mode or manner of constructing branch roads or making connections? The defendant's construction misreads the body of the section by assigning an improper meaning to the words, "as hereinafter provided;" it misreads the first proviso by disregarding the word "any," and declaring that a tax is to be paid, not *on any road*, but only on one made within two years; and it misreads the last proviso by tearing it entirely from the rest of the section to which it properly belongs.

When the meaning which the defendants would assign to the section is expressed in words, it will read somewhat thus: "That the Sunbury & Erie Company may disregard the rights and privileges heretofore vested in the Susquehanna Company, and construct a road as soon as they think proper, by the valley of the Susquehanna, in the following manner, that is to say—any road, no matter when made, or by whom, shall be subject to a tax; and further, any road shall *not* be subject to a tax, it being the legislative will that no tax shall be imposed on the road made by the Sunbury & Erie Company, if the Susquehanna Company shall not also construct a road by the same route." We can not read it thus; without doing violence to the language, and putting the common sense of the Legislature to open shame.

I am well aware that this minute criticism upon words and sentences is not the way to make a statute plain. My only reason for it is found in the vast amount of ingenuity expended on it in the argument of counsel. But, after all, the best argument is to hold up the law, and let it speak for itself. The broadest, plainest, and most natural view we can take of it, is the one which brings us soonest to the truth. The majority of Court have no sort of doubt that we are bound to regard the claim of the defendants as wholly unsustained.

We are not dealing with legislative grants which conflict, but we are deciding between the two demands of a right to which one party has a title and the other not. The constitutional question, whether the Legislature would have a right to authorize the making of a second road, does not arise, because no such authority has been given. When an interference with the rights of a railroad company like the one complained of here, is altogether without authority of law, we think the injured corporation has a right to all the relief which equity can give.

I will close by briefly recapitulating. It is very improbable that the Legislature intended these two companies to make two roads over the same ground. The right of the Susquehanna Company is plainly granted, and is not denied. The supplement to the Sunbury & Erie Company must be construed strictly, not only because that is the rule for all public grants, but because this particular grant can not be supposed to have been intended. But while the strictest construction is the only proper one, no interpretation could be latitudinary or loose enough to give it the meaning which the defendants insist upon. The Susquehanna Company has the right to make the road, provided they commence and finish it, within the time limited by law; and the Sunbury & Erie Company have no authority given them for that purpose, unless the other company shall fail.

And now, to wit, on the 27th day of July, 1852, on reading the bill of complaint, and affidavits filed in this cause, and no argument of counsel for both parties, the Court order that the Sunbury & Erie Railroad Company, and all and every its officers, agents, workmen and servants be strictly and finally enjoined and commanded that they do absolutely cease and desist all further prosecution of the work, and from all the acts and doings complained of in said bill, until the final hearing and determination of this cause, and that a writ of injunction be issued, upon the plaintiffs giving bond in the sum of $10,000, according to the statute in such case.

The Farmer.

Ardenheim Farm.

This is the name of the very beautiful and valuable plantation belonging to and occupied by our excellent friend Dr. Jas. A. M'Crea, situate on the Wissahickon, in Whitemarsh township, Montgomery county, and only about two miles above Chestnut-Hill. We intended last year to visit this farm, and promised ourself often since to fulfill this intention; but until within a few days, the stars were unpropitious, and we had to bide our time.

Ardenheim contains one hundred and fifty-six acres of as fertile and productive land as can perhaps be found in Pennsylvania, and there is not an acre of it that can not be cultivated. The whole lies in a level plain, and almost every foot of it is visible from the mansion. Indeed we never saw a place that could, with more propriety be called "Plainfields"—just as that of the late respected Mr. Sheaff could be called "Highlands." The usual course of cropping throughout this region, is pursued here with remarkable success—and the whole system of operations from beginning to end, adopted by Dr. M'Crea, met our unqualified approbation. The Doctor has nothing of the "fancy farmer" about him, and though he *did* come from Philadelphia, and *has* followed his profession, some five years of which being spent in the hospitals of the metropolis. He appears to take hold of everything at the right time, in the right place, and knows, as well as the best, what to do with it. His crops, as a general rule, are not merely the ordinary crops of the farmer, but they are, in many respects, *extraordinary* ones, as our readers may remember was the case with his wheat, last year, when over *forty bushels* to the acre were shown to have been raised by him. He also expected a similar yield this year, but owing to the serious depredations of the red weevil, scarcely more than twenty-five bushels are anticipated. The weevil, however, will not have an opportunity to work much mischief in the granary, as the Doctor follows the wise suggestion of threshing out his grain and disposing of it at once, and in turn buying his flour.

The Oats crop we found standing, was a fair yield—the Grass had been heavy; but the Barley, which had promised so abundantly, was literally destroyed by the *fly*, yielding not over ten bushels to the acre. We saw also a portion of a timothy field, somewhat elevated above the other portions, amounting perhaps to three or four acres, where the great drought of last year had utterly destroyed the grass, so that it had to be plowed up for other purposes.

There are some thirty acres in Corn on the farm, all of which has a most promising appearance; but there was one field of about twelve acres, planted with seed of the Dutton or eight row variety, which is not only the handsomest field of Corn we have seen this year, at any previous time. The soil seems to be peculiarly adapted to this crop, and the yield, which we trust will be carefully measured, we anticipate will be very large.

Dr. M'Crea does not agree with many intelligent farmers, that Corn is a greatly more profitable crop than Wheat. He thinks, on the contrary, that the latter is equally profitable, and rather prefers it, taking the general run of the seasons. He has had some practical experience in cultivating the two crops, and a person of his wise calculations ought to possess reliable facts on the subject. When a farmer farms at random, *guessing* at what he raises and what even this and that field contains of land, but measuring nothing—is necessarily ignorant of his business, no means of knowing what his different crops produce—what their relative advantages are—or whether he makes or loses money by any one or the whole of them.

The books of the farmer should be as accurately kept as that of any other business man in the community. He should know what everything costs him that he buys or uses; and what everything sells for produced upon his farm. A debt and credit account, carefully kept, and a diary of his operations, will furnish him, at the end of the year, with a faithful exhibit of what he has been doing the past twelve months. By it he can see at a glance, what his expenses have been—what his receipts have been—and what his profits are.

Dr. M'Crea, we are pleased to see, has adopted a *system*, which through the able assistance of his farmer, Mr. Neiman, he has been enabled to carry his plan of operations faithfully out, greatly, we have no hesitation to say, to his interests and convenience, to say nothing of the *character* which it must give to any farm.

The barns and general out-buildings at Ardenheim, were constructed with an eye to the uses to which they were to be applied. They are large, and are kept in the best possible condition. The stock is but trifling in extent, sufficient being kept only for family supplies—but excellent in quality. The fine shelter for the implements and wagons of the farm; work-bench and tools for farm use; the fine manure yard; together with all the paraphernalia inseparable from a well-managed plantation, struck us as being controlled by one who thoroughly understood his business, and was determined to make a living by it. This idea impressed us more sensibly from the assurance of the Doctor, that he realizes over six per cent. upon the value of his estate, estimating the land to be worth $200 per acre.

We will conclude by saying that we made a most agreeable visit, and, as is the case whenever we go to see any of our agricultural friends, learned something worth remembering connected with the noble pursuit that challenges so much for our sympathy.—*Germantown Telegraph.*

Preserving Fruits without Sugar.

At the N. Y. State Fair at Rochester, last fall, there were exhibited thirteen bottles of fruits so preserved by Wm. R. Smith, of Wayne county, viz: five of cherries, two of peaches, one of strawberries, three of different varieties of currants, one of blackberries, and one of plums. They were examined by a committee, and found of fine flavor; and the committee expressed the opinion that the art of preserving fruit in this manner is practicable and valuable, and that the fruit, when carefully put up, can be made to keep as long as may be desirable.

The method of preserving them is thus given to the New York State Society by Mr. Smith. They are preserved by placing the bottles, filled with the fruit, in cold water, and raising the temperature to the boiling point as quickly as possible; then cork and seal the bottles *immediately*. Some varieties of fruit will not fill the bottle with their own juice. These must be filled with boiling water and corked as before mentioned, after the surrounding water boils.

To make Musquitoes Leave.—Tie a piece of flannel or sponge to a thread made fast to the top of the bedstead; wet the flannel or sponge with camphorated spirits, and the musquitoes will leave the room.

To Prevent Children from Eating Green Fruit.—Muzzle 'em.