

would be well worth the offer of a premium to have these experiments accurately repeated and tested by different persons.

The following striking account of the scene on board the Griper discovery ship, at a moment when all on board had reason to suppose their lives about to close, is from the pen of Capt. Lyon, the commander of the vessel, who had published a narrative of his unsuccessful voyage:

After touching at Southampton Island, where they were visited by a party of the natives, of whom Capt. Lyon has given a pleasing and entertaining description, an extraordinary change took place in the variation of the needle, which was the means of involving the Griper in the most imminent danger. She suddenly came into seven fathoms water, and was only by great exertions preserved from running on a destructive shore. In this situation, and fearing the falling of the tide, Capt. Lyon prepared for the event, by ordering the boats to be made ready; but the scene which ensued is told by him in so impressive a manner that we should wrong our readers by not inserting it:

"The officers drew lots for their respective boats, and the ship's company were stationed to them. \*\*\*\*\*

In making these preparations for taking to the boats, it was evident to all, that the long boat was the only one which had the slightest chance of living under the lee of the ship, should she be wrecked; but every officer and man drew his lot with the greatest composure, although two of our boats would have been swamped the instant they were lowered. Yet such was the noble feeling of those around me, that it was evident, that had I ordered the boats in question to be manned, their crews would have entered them without a murmur. In the afternoon, on the weather clearing a little, we discovered a low beach all around us, on which the surf was running to an awful height, and it appeared evident that no human powers could save us. At three, P.M. the tide had fallen to 22 feet, (only six more than we drew,) and the ship having been lifted by a tremendous sea, struck with violence the whole length of her keel. This, we naturally conceived, was the forerunner of her total wreck, and we stood in readiness to take to the boats, and endeavor to hang under her lee. She continued to strike with sufficient force to have burst any less fortified vessel, at intervals of a few minutes, whenever an unusually heavy sea passed us. And as the water was so shallow, these might almost be called breakers rather than waves, for each, in passing, burst with great force over our gangways; and, as every sea 'topped,' our decks were continually, and deeply flooded. All hands took a little refreshment, for some had scarcely been below for twenty-four hours, and I had not been in bed for three nights. Although few or none of us had any idea that we should survive the gale, we did not think that our comforts should be entirely neglected; and an order was therefore given to the men to put on their best and warmest clothing, to enable them to support life as long as possible. Every man, therefore, bro't his bag on deck and dressed himself, and, in the fine athletic forms that stood exposed before me, I did not see one muscle quiver, nor the slightest sign of alarm. The officers each secured some useful instrument about them for the purpose of observation, although it was acknowledged by all that not the slightest hope remained. And now that every thing in our power had been done, I called all hands aft, and to a merciful God offered prayers for our preservation. I thanked every one for their excellent conduct, and cautioned them, as we should in all probability soon appear before our Maker, to enter his presence, as they resigned to their fate. We then all sat down in groups; and, sheltered from the wash of the sea by whatever we could find, many of us endeavored to obtain a little sleep. Never, perhaps, was witnessed a finer scene than on the deck of my little ship, when all hope of life had left us. Noble as the character of the British sailor is always allowed to be in cases of danger, yet I did not believe it to be possible that among forty-one persons, not one repining word should have been uttered. The officers sat about wherever they could find shelter from the sea, and the men lay down conversing with each other with the most perfect calmness. Each was at peace with his neighbor and all the world; and I am firmly persuaded that the resignation which was then shown to the will of the Almighty was the means of obtaining his mercy. At about six P. M. the rudder, which had already received some very heavy blows, rose and broke up the after locker; and this was the last severe shock which the ship received. We found by the swell that she made no water, and by dark she struck no more."

After having passed through a great part of St. Thomas Rowe's "Welcome," the Griper again encountered a most terrific storm; and, in consequence of the loss of anchors, &c. which rendered a farther prosecution of the voyage most dangerous, it was determined to return to England. In adopting this resolution, Capt. Lyon tells us that he felt most pain-

fully the situation in which he was placed; but this regret must, we are confident, be much softened by the warm sympathy and admiration which every one on reading the details of this hazardous voyage will naturally express.

From the London Courier.

#### RAIL ROADS.

The public generally are but very little aware of the uses to which rail roads are about to be applied, the following information, therefore, will, we trust, be acceptable to our readers:

Hitherto, rail roads have been used for very limited purposes, and whenever they are spoken of it is in connection with Coal Pits and Stone Quarries; but they are now about to be applied for the purpose of conveying merchandize over very extended lines of country; and thus they are becoming an object of great national interest.

Rail roads, as hitherto worked by horses, possess very little, if any, advantage over Canals, but rail roads, worked by the loco-motive steam engine, have so decided a superiority, both as regards time and expense, that there can be no question but they will be generally adopted wherever a new line of conveyance has become necessary, either from an increased trade, or from the exorbitant demand of canal proprietors.

By the loco-motive engine, fifty tons of goods may be conveyed by a ten horse power engine, on a level road, at the rate of six miles an hour, and lighter weights at a proportioned increase of speed. Carriages for the conveyance of passengers, at the rate of 12 or 14 miles per hour. For Canals it is necessary to have a dead level, but not so for rail roads; an engine will work goods over an elevation of one-eighth of an inch to the yard. Where the ascent is rapid, and cannot be counteracted by cutting or embankments, recourse must be had to permanent engines and inclined planes, just as recourse is had to locks for canals, but here again the rail road system has the advantage, the inclined plane causes no delay, while locking creates a great deal.

Two acts of Parliament have already been obtained, namely, the Stockton and Darlington act, and the Moreton act. On these lines, which exceed thirty miles each, it is intended to adopt the loco-motive engine, and they will both be very soon ready for the conveyance of goods.

There are also three or four other rail roads projected. Two years ago several gentlemen in Liverpool and Manchester subscribed to obtain a survey of a line between those two towns. It was accomplished and found practicable. From various causes the prosecution of the plan was delayed; but a few months since it was undertaken with great spirit. A deputation from both towns was appointed to inspect the rail roads and loco-motive engines of the North; they inspected the Stockton and Darlington line, and enquired minutely into its cost, they witnessed the engines working on the Helton rail way near Sunderland, and made a most favorable report. The Committee immediately appointed Mr. George Stephenson, of Newcastle upon Tyne, their Engineer, who has since surveyed and adopted a new line. Its length is 33 1-16th miles, and the greatest ascent or descent is only 1-16th of an inch to the yard. The distance by the high road is 36 miles, and by the canals and river 50 miles. The shares appropriated to Liverpool and Manchester have all been disposed of, but the committee have a small number placed in their hands to be distributed as they may deem proper. Application for an act will be made next session of Parliament, the cost is estimated at about £200,000. Mr. Stephenson has also laid down a line between Birmingham and Liverpool, of which report speaks most favorable, and the Birmingham committee will also go to Parliament next session.

It is intended to meet the Peak Forest and Cromford Canal, by means of a rail road; a rail road is also spoken of at Stroud, and the high Sheriff of Northumberland has convened a county meeting to discuss the expediency of establishing one between New Castle and Carlisle.

The attempt on the part of Canal Proprietors to prevent their adoption is utterly hopeless. The discovery of the loco-motive engine will be almost as important to the trade and commerce of this country as the discovery of the steam-engine itself. In fact, it is only a new application of the powers of the steam-engine. A few weeks since we witnessed the Prime Minister and his coadjutors, surrounded by men distinguished for their scientific and patriotic pursuits, assembled for the purpose of voting a Monument to the Memory of Mr. Watt for the distinguished services he had conferred on his country and on mankind. Surely, then, Parliament will never refuse to permit the country to reap the full benefit of his discovery, by throwing out the bills intended to be applied for. Whatever Parliament may do, they cannot stop the course of knowledge and improvement; the American Government has possessed itself, through its Minister, of the improved mode of constructing and making rail roads, and there can be no doubt of their immediate adoption throughout that country. The writer of this article has reason to know,

that there is scarcely a Government in Europe, even down to that of the enterprising Pacha of Egypt, which is not informing itself, through its agents, on this most important subject. Monsieur Dupin, the celebrated French traveller, has observed in his works on England, that though he could find monuments to the memory of statesmen, soldiers, sailors, and poets, he could find none to its greatest benefactor, Mr. Watt; it would be an everlasting reproach to the spirit and enterprize of this country if foreigners should be the first to embrace generally the advantages which the discovery of the loco-motive engine presents, which, undoubtedly, we mainly owe it to Mr. Watt.

## The Journal.

CHARLOTTE:

TUESDAY, APRIL 26, 1835.

Cotton.—Late intelligence from England has caused a great rise in this article, and many individuals, in our large cities, have made fortunes, in the course of a few hours. Speculation seems to be the order of the day; and it will be well if it shall end, without the distress and ruin of numbers.

Cotton, in Fayetteville, at our latest dates, was at 25 and 26 cents; in Charleston, 18 and 23—though verbal accounts represent it to have been as high as 35, but subsequently to have fallen to 30. The highest price we have seen quoted at the north, was 27 cents. The Cheraw Gazette, of the 12th, quotes cotton at 16 and 19; but we learn verbally, that lots have sold there as high as 25 cents.

Coffee and Sugar have also experienced a considerable rise, and a farther advance is anticipated. Coffee drinkers must therefore prepare themselves to pay 50 or 100 per cent. more for this luxury, than they have been accustomed to for some time past. Hard-Ware, Cotton and Woollen Goods, have likewise advanced in price, and, in fact, almost every thing else which the farmer has to buy; while nothing that he has to sell, has risen in proportion.

Cotton, it is true, has taken an unexpected rise; but, unfortunately, it came too late to benefit the farmers, to any considerable extent.

If the coming season should prove favorable, the next crop of cotton will be large. We have been told, that since the extraordinary advance in the price of cotton, fields already planted with corn, have been ploughed up, and re-planted with cotton; whether this be so or not, it is quite certain that much more cotton will be planted this year than was last.

#### DINNER TO MR. CALHOUN.

[COMMUNICATED.]

Mr. Bingham: Information having been received that the Hon. John C. Calhoun would visit Lincolnton, on his journey to his residence in South-Carolina, a number of patriotic citizens, desirous of testifying the sentiments of respect and attachment entertained for this distinguished individual, convened to concert preliminary arrangements for his reception in a manner expressive of their grateful sense of his past services to his country, and at the same time appropriate to the incumbent of the second office within the gift of the free people of the Union. At this meeting, it was resolved, that a dinner be given to the Hon. John C. Calhoun on his arrival; and in accordance with this resolve, committees of arrangement and toasts were appointed for the occasion.

On the morning of the 16th, the committee of arrangement, marshaled by Col. Michael Riehardt, and exhibiting a most gallant and animated appearance, rode out several miles to receive and welcome the distinguished visitor. When met, he was addressed with peculiar appropriateness and elegance by Major Henderson, and politely invited to partake of the dinner provided for the occasion; in reply, Mr. Calhoun tendered the assurances of a proper appreciation on his part, of this testimonial of respect, and accepted with pleasure the invitation. The touching sensibility manifested in the manner of Mr. Calhoun's reply, instantaneously associated as it was with the warm and affectionate cordiality which marked the subsequent interchange of salutation, kindled, as if by electric influence, in every bosom present, a glow of warm and high-toned emotion, which can only be appreciated by those who have sometimes felt these buoyant transports of feeling. Mr. Calhoun was afterwards escorted by the committee to Mr. Bee's, and there received with the silent yet heartfelt welcomes of numbers who had gathered on the spot to participate in the joyful festivity of the day. After an interval of a few minutes, the guest and company were seated to a tasteful and exquisite repast, provided by Mr. M. Bee; and the sportive hilarity that

for a few moments played about the table, seemed but a congenial prelude to the more animated effusions of the festive board. When the cloth was removed, the following toasts, provided for the occasion, were drunk:

James Monroe—A name consecrated by the virtues of him who bears it.

The Administration of John Q. Adams—Transcendent talents and ardent patriotism constitute the pledges of its excellence.

Andrew Jackson—The soldier and the patriot; may the scenes of domestic privacy prove welcome, and honor and tranquility attend the evening of his days.

Lafayette, Bolivar and Mina—Congenial spirits—their fame as lasting as the cause for which they bled.

Bacon—The brightest star that glows in the intellectual constellation of the nineteenth century.

The triumph of Liberal principles—The American Eagle and British Lion against the world.

John C. Calhoun—May the consistency which has heretofore marked his conduct, attend him throughout his political career.

This last, so congenial with the feelings inspired by the scene, touched a string that vibrated in every bosom, and was re-echoed with a pealing emphasis of applause; upon which Mr. Calhoun rose, obviously under the pressure of deep emotion, tendered his thanks for the kind feeling expressed in the toast, and in return offered:—

The twin sisters, North and South Carolina; united in origin and interest, may they always be united in sentiment and affection.

The following toasts, subsequently presented, served to fan the fire of patriotic feeling which pervaded the company.

By Mr. Michael—The heroes of the revolution.

By Mr. A. J. M. Brevard—The pending resolution for the alteration of the constitution in the election of chief magistrate of the nation; success to the measure and prosperity to its advocates.

After Mr. Calhoun had retired,

By Major Daniel C. Forney, President—The cause of Internal Improvement—May it find an advocate in the heart of every true American.

By Mr. Thomas Deane, jr.—Henry Clay, a brilliant meteor in our political atmosphere—the clouds of envy and discontent that seemed for a moment to dim its lustre, have been dissipated before the sun-beams of truth.

By Mr. J. Edward Calhoun—May the period not be distant, when the world shall regard monarely only as a political superstition.

By Mr. Robert Brevard—Daniel Webster, one of the brightest ornaments of our country—May he shortly reap the reward he so justly merits.

It was peculiarly gratifying to witness the unexampled unanimity that characterized the proceedings on this occasion: all the petty animosities, engendered by recent political events, seemed to have been swallowed up in one grand, overwhelming burst of grateful attachment. The pomp exhibited might have been surpassed; but the intensity of feeling, swelled as it was to its greatest pitch, admitted of no augmentation. Above all, the engaging sweetness of manners, the unreserved affability, and the highly cultivated colloquial powers of the guest, imparted additional zest to the convivial board. By order.

A PARTICIPANT.

A public dinner was given to the Hon. JOHN GAILLARD, by the citizens of Charlotte, S. C. on the 7th inst. From the toasts drunk on the occasion, we select the following:—

The President of the United States—His patriotism, experience, and great intellectual power, will insure to the people a virtuous and judicious administration.

Our distinguished Guest—The independent Senator of South-Carolina, who, on the trial of Judge Chase, proved his allegiance to truth, and threw off his allegiance to party. Honored, repeatedly honored, by the confidence of the most august assembly in the world.

General Jackson—A ready acquiescence in the will of the constituted authorities, is worthy of that citizen who achieved so much for his country's safety and renown.

The Secretary of State—It is fit and proper to look into the motives that actuate the most elevated or the most obscure servant of the republic, but it is neither just nor liberal to condemn by anticipation and without evidence.

James Monroe—While we acknowledge his early and long continued services, we delight in extending to him the homage of our love and respect.

Wm. H. Crawford—He won, and wore with credit to himself and advantage to his country, the first honors of the republic. His political honesty and private virtues, mark the incorruptible man. He has claims that will not be forgotten.

A new paper has lately been established in New-York, and is issued on Sunday! This, we believe, is the only instance in the United States, of a paper published on the Sabbath. The Evening Gazette, of Boston, is partly a Sunday paper—a small portion of it, under the head of "second edition," is dated on that day; though we are not aware that it is distributed to subscribers on the sabbath. Sunday papers in Europe are quite common; but it is to be hoped they will never become so in this country. If they are tolerated here, we may look next for the introduction of Sunday Theatres, and other fashionable vices of Europe. We are as little inclined to bigotry as any one: but it certainly appears to us, that a proper reverence for the Sabbath,—setting aside its influence on the future destinies of man,—is essential to good

morals and good society, and consequently, that its open and wanton profanation is destructive to both.

We learn from the Democratic Press, that there are now, in Pennsylvania, orders for a very large quantity of Pig Iron, to be sent from that state to England. This looks like a revolution in trade.

It is stated in the Philadelphia papers, that more business was done in that city, during the month of February last, than in any one month for the preceding ten years. The demand for domestic goods was so great, that some of the principal houses were nearly emptied. The demand for these goods, we believe, is increasing in all parts of the country; in this state, vast quantities are yearly disposed of, and on terms as reasonable as the most penurious could wish for.

From the National Journal.

The great and unexpected advance in the price of Cotton and other American products, in the London market, appears to have produced a prodigious excitement in all our principal commercial cities. A rise in the prices of cotton, in the proportion of \$35 to \$40 on a single bale, has been the consequence; and the aggregate profit to the United States on the stock of cotton now held by our merchants, is computed in a New-York paper at \$17,500,000. As no adequate cause appears to be assigned for this sudden demand, it is not improbable that this effect may be only transitory; and, in that case, a sudden decline of prices to the former level, may plunge some, who have been hurried into too extensive speculations, into serious difficulties, after the excitement is over. We shall be glad to find, however, that an advance so beneficial to our interests, is neither adventitious nor transient, and that the large sum said to be netted by it, may be regarded as really added to the commercial capital of our country. If so, we hope, without seeking to undervalue the enterprise of the merchant, that the cotton grower will reap his due proportion of the benefit; and that the industry of the one will not be worse rewarded than the speculative spirit of the other. The particulars of this excitement will be found in the following extracts from the New-York Statesman:

State of the Market.—The commercial news from England, brought by the Crisis yesterday afternoon, of the unprecedented advance in the price of cotton and several other articles of American and colonial produce, occasioned immense speculations in this city, during the business hours of yesterday. We learn that a very considerable portion of the cotton in market, and also some other articles, changed hands several times during the day, "knowing ones" made fortunes of ten, twenty, and even one hundred thousand dollars by speculations "on the Rialto," between 10 and 4 o'clock. A clerk in one of our mercantile houses, we are told, gave two hundred dollars a day for three previous days, to have one lot of cotton at a fixed price—took it yesterday, and pocketed \$20,000 by the operation! Another concern offered a lot of a few hundred bales of cotton on Tuesday, which was declined at the prices of the day, and yesterday \$8,000 advance was offered and refused. We are also told that one house in this city made the enormous sum of \$100,000, by advance in prices yesterday. In less than two hours after, the news was communicated from the slip of the fast-flying steamboat Linnaeus was under full steam for Newport, where it is supposed the agent will land, and, having the start of all other modes of intelligence, touch our friends at Providence, Boston, and Salem, for some thousands. Several pilot-boats were despatched for the south, and expresses to all the markets supposed to furnish articles for speculation.

The Markets.—The excitement occasioned in our market by the late commercial news from England still continues. An immense amount of cotton, coffee, and some other articles, changed hands yesterday, at a small advance from the prices of Wednesday, and the spirit of speculation still walks on 'Change and about the mercantile houses, wharves and piers, seeking out the means of making money. In the general bustle, some will pocket many thousands, some will lose large sums that might have been made, and very probably, some may so over-strain the point as to suffer heavy losses when the tide begins to turn. Several additional vessels have been despatched for the south, and for the West-Indies. The Mercantile Advertiser supposes that the expresses to the south will be frustrated in their object by the previous receipt of intelligence from Europe at Charleston, from which place the fast sailing British ship Lalla Rookh was despatched from Liverpool, in ballast, on the 28th of February. The National (Snowden's) Advocate states, that American manufactured sheetings have advanced from one to two cents per yard, and we understand that gingham, checks, stripes, and other home manufactures of cotton, have also advanced.