

is a confused, and his curiosity is disappointed. An actual inspection is better than a limited attempt to describe it, and even a good engraving makes it easily comprehensible. It is hoped, however, that we shall feel no less assured of the perfection of this gigantic automaton, as it may well be called, for the purposes to which it is applied, than if it were before our eyes, and performing its operations with all that elegance, gracefulness and power of movement which excite at once the admiration and astonishment of the spectator. On the Helton Railway in England, it has been, for some time in use. Mr. William Strickland, Civil Engineer of the Pennsylvania Society for Internal Improvement, witnessed its operations, and he tells us its cost is four hundred pounds sterling, or two thousand dollars. This gentleman went to England to the employment of the Society, to enlarge his views, and bring back important information respecting Canals and Railroads. He says that "this Locomotive engine has drawn on a level, twenty seven waggons, weighing ninety-four tons, at the rate of four miles an hour, and that when lightly laden it will travel ten miles an hour. The waggons drawn by it cost twenty-eight pounds sterling each, that is, a hundred and fifty dollars. The waggon boxes are seven feet nine inches long, five feet wide at the top, and three feet six inches deep. The wheels are three feet in diameter, and weigh each two hundred and fifty pounds."

For further satisfaction I shall extract a statement from Mr. Jessop, a noted Civil Engineer of England. These are his words, "A Locomotive engine of ten horse power, will draw one hundred and twenty tons, at the rate a draught horse generally travels for fifty tons at the rate of six miles an hour. The other engine requires the attendance of only a man and a boy, at a daily expense of five shillings." (sterling.) "The coals consumed in ten hours would be from twenty to thirty hundred weight. Therefore the expense altogether would be less than thirty shillings per day, for which fifty tons may be conveyed sixty miles in ten hours, which is less than half a farthing per mile. So that making ample allowance for delays, the return of the empty carriages, the cost and maintenance of the engines, and providing the waggons, the expense is altogether inconsiderable."

But while these proofs are detailed of the great advantages of Railroads, in comparison with Canals, on which the steam engine cannot be used, it is probable a more embarrassing difficulty is suggested, than any relating to the great value and importance of these advantages. It is not so much from doubts respecting the efficacy of a Railway, it will be said, that we question its expediency for us, but from the vast funds necessary to the construction of it. Now it is my intention to show that this is not a real difficulty. Let us come to it at once then, and look at it in all its terrors. The number of taxable polls in the State of North Carolina, is a hundred and thirty five thousand. This number is derived from the Comptroller's Report of last year (1825). An annual payment of thirty seven cents by each individual, raises at once the sum of fifty thousand dollars a year. Let any one try the numbers for himself, or let him get his neighbour to do it for him, and he will find it to be so. I can assure you that the payment of 37 cents a year upon each poll for five years, is so great that we ought not to consent to it, provided we are made sure of the result. It is upon this condition then that it is proposed, and upon this alone, that it shall be adequate to procure to the citizens of our state, so easy and cheap a conveyance for their goods and productions, their manufactures and their mines, that when it now costs them thirty dollars, it shall not cost them one. Let a Railway be commenced at Newbern under the directions of a proper Engineer, such as now can be easily had in the United States; let it be constructed in as direct a line as possible to Raleigh, and thence continued through the middle of the state to the mountains. In two years and a half it would be extended far above the Capital of the State. Through this it evidently ought to pass, as centrally situated in regard to the general direction of our boundaries on the north and south, and as being our metropolis, its growing importance ought to be fostered with affection and interest by us all. It is not to be doubted that if the sum of fifty thousand dollars were by a Legislative determination of the State, annually appropriated for five years to this purpose, and capitalists were invited and permitted to subscribe fifty thousand more, the sum would be realized instantly and in the best of forms. Nor can we suppose there would be any difficulty in a repetition of the same thing every year for the whole term of five years necessary to the work. More than fifty thousand dollars a year in this business, should not be admissible, nor should the owners of such capital be allowed to hope for more than eight per cent. after it should be put to productive use. It is necessary to state that the dividend to be paid

must be made good by tolls upon travelling and transportation. On this account the whole sum subscribed should be understood from the beginning to be returnable by the State, in five years from the time of completing the work. It is of the last importance that the public should not part with their power over all extensive works calculated to facilitate commercial intercourse. This is the policy now wisely and resolutely practised in other States, and to this every country discreet in its economy should tenaciously adhere.

The reader now has under his view such a plan as naturally results from the best methods of providing for the ease and cheapness of commercial intercourse, and from a combination of all the interests of the State in carrying into effect a single enterprise. It has been the object of these numbers, 1. To show with conclusive evidence in the present state of the arts, the best and cheapest methods of opening the market to the people of the State. It is by means of Railroads instead of Canals, or any other instrumentality which we can adopt. Indeed, if they be preferable to Canals, none will hesitate to think them superior to all other means of intercourse. 2. It is recommended to commence a Railroad from Newbern to Raleigh, and thence through the middle of the State to the mountains. 3. As soon as it can be made to appear that this will with certainty accomplish the object of throwing open to the people an easy and unexpensive conveyance of goods and produce to its best market, both domestic and foreign, it is taken for granted that there is not a citizen of the State who would think it oppressive to him to pay annually thirty seven cents as a poll tax, amounting to one dollar and eighty-five cents apiece in five years, for effecting in that time this great and important object. 4. It is not understood that the work can be completed by the two hundred and fifty thousand dollars thus raised at the rate of fifty thousand dollars a year, but that combined with like sums to be subscribed annually by capitalists, returnable in five years after the work is finished, it will be found amply sufficient for the intended object. 5. and lastly. Before resolving to commence the execution of this work, having for its object the individual and public prosperity of our State, a Civil Engineer of unquestionable integrity and practical skill be employed for a year, to determine and report to the Legislature and the people on the practicability, the expense, and all the merits of such a work.

It is hoped that every individual will see the wisdom of declining all prepossessions on a subject like this, relating not only to the general good, but to the personal interest of every man. It is proposed in our future numbers, to set this matter much more fully before us. It is believed that where any undertaking will certainly be for the good of a free and enlightened people, they will, with full opportunity, see it to be so. And it is the great and distinguishing advantage of a popular government, that it is administered by a power which will be faithful to the interest and happiness of the whole. CARLTON.

From Niles' Weekly Register, Sept. 22.

SOUTH-CAROLINA.

We have been, and are yet, at a loss to understand why so great an excitement against the tariff, and the principle of protecting domestic industry, has been raised in South Carolina, as to tolerate propositions to "calculate the value of the union," and cause some to outstrip the sectionalities displayed by other persons in the eastern states, in a season of great private privation and mad political passion. The first submitted, as they must have done, to the enactments of the majority—and so will the last. It is not less improper to talk thus wildly in South Carolina than it was in Massachusetts; and the same justice will mete the same amount of reprobation to all who shall plot to dismember the union, or impede the operation of the laws.

But, as just observed, we do not understand these things. It is not to be supposed that the actors in such an impetuous and disorganizing proceeding, "calculate" upon frightening the people of other states out of doing that which they believe it is proper for them to do. If so—they are greatly mistaken. The only effect will be to make the majority more resolute for the fulfilment of its wishes. This is a natural operation of the human mind, when left possessed of the freedom of action. And the national wish, as constitutionally expressed, must be supported. If the minority, in the north or south, the east or the west, are to dictate the law—it is time indeed to "calculate the value of the union!" But violence hitherto has ever been its own self-destroyer in the United States, and it will remain to be its "own worst enemy."

All the Representatives in Congress from South Carolina are opposed to the principles of the tariff. Its deflection expected in any of them, that they must be thus stirred up? We rather suppose that some local matter has really caused this bias—and that a fear prevails of the loss of some certain power possessed or acquired to. We do know that many as good men as that state boasts of, re-

gard the establishment of the domestic manufactures of cotton as the *sheet anchor* of demand for this great product—and so it is. Hence, perhaps, to arrest this growing belief, comes the violence of politicians, that they may "ruin, if they cannot rule, the state." Such men have been—and are.

Gov. Giles, of Virginia, has shewn what he would do—if he could. His toast on the 4th of July last, in reference to the tariff law, that "the southern will not long pay tribute," and the strange publication of a letter received from him by Mr. Jefferson, are of a piece. The part of the letter containing the words "are we then to stand at arms?" conveys an idea that, as we believe, never entered into the mind of Mr. Jefferson. Let what follows be given. The public have a right to the whole letter, since Mr. Giles has given a part of it. It is due to the character of the departed sage and the public intelligence.

We do not wish to dwell upon these things. As we opposed the ill advised and dangerous proceedings in the east years ago, so shall we oppose like proceedings in the south, or elsewhere. We stand or fall with the constitution, and will support the laws enacted, whether we approve of them or not; but if the latter, will do all that orderly and good citizens may do to have them repealed. If others are disposed to go farther, we shall oppose them with all the better means in our power. Thus we regard as republican—its opposite is the spirit of despotism.

The Army.—There is no grade in our navy higher than that of a Post Captain. A Post Captain ranks with a Colonel in the army, and that is as high as a naval man possibly can go. We have never just such complaints before, but have never met with any answer to them. During the late war there were as many professions as professions in favor of the navy—all acknowledged that the navy deserved to be full as well as the army—we will not say better, for it is unnecessary to the present subject, and why is not the navy treated as well as the army is? The stars that the navy contributed so much to burnish and brighten shine on the epaulets of Brigadier and Major Generals; but a veteran of the ocean must fasten his button to a plain strap. The Board of Naval Commissioners may be considered a kind of promotion—but the pay barely meets their necessary expenses; and hard and severe attention to their very responsible duties without any thing to stir in the spirit or excite the chivalry of a naval man, is dull and monotonous duty on shore. Our navy is constantly increasing, our men and officers are as good, at least, as can be found in the navy of any country, our ships are as well built, as well equipped, and in all points as serviceable as any that float; and now suppose it should be necessary that a fleet of our vessels should cooperate with that of any—the smallest maritime power in Europe. The Admiral who hoists his flag over the stern of a portingier would out-rank the commander of a dozen ships like the *N. Carolina*, for he is but a Post Captain.—To be short, policy, good sense and good sense, require higher grades in the navy. Policy requires them from the country—gratitude for the consistency of the country, and good sense for those reasons which will commend themselves to every thinking individual in the country.

Connecticut Mirror.

Military Schools.—We observe with regret the extension of the *mania*, so we must call it, for military schools. Capt. Partridge travels with a parcel of boys in uniform, who, because they can go well through the manual, and march the lock step, are supposed to be equally well grounded in more useful knowledge. We observe that at Rochester, in this State, a public meeting of the citizens was held, and a most respectable committee was appointed, to confer with Capt. Partridge on the expediency of his establishing a school there. We are well wishers most certainly, to the prosperity of Rochester, but we a good deal doubt whether it would be advanced by turning their youth into made believe soldiers, and inspiring them with the notion that bullet and bayonet, can usefully supply the place of sound learning, or turning their young hearts with the pretension, pomp and parade of arms, instead of filling them with lessons of wisdom, and precepts of humility.

N. F. American.

Breach of Promise.—The following account of an action for damages for a breach of promise of marriage, is from the *Boston Herald*: Among the civil trials last week there was one not altogether so common in this region as in some others. It was an action for breach of promise contract, brought by a Miss Sally Olmsted against Mr. Isaac Dickinson, both of Boston—and the trial, which took place on Friday, created, as might be expected, some little excitement. Dickinson, it seems, some two or three years since, made suit to this young lady, and after a short courtship, it was mutually agreed to tie the nuptial knot. Consent of the parents, as usual, was asked, and for aught any one knew, a seeming happy couple were about to be united. However, from some unexplained cir-

cumstance, Dickinson, the defendant, saw fit to turn his affections another way, and therefore wished to be excused from his engagement with Miss Olmsted. But Miss O. it seems, considered this kind of contracts too sacred a nature to be thus trifled with, and although she was strongly importuned to release her *unfaithful lover*, (as he proved to be,) yet she as strongly resisted the importunity, although from testimony introduced in behalf of the defendant, it seemed, after she found he was determined to abandon her, she partially released him. Dickinson subsequently married another lady, and a suit was brought by Miss O. to recover damages for non-performance of his promise and infidelity. The case was managed with much ingenuity on both sides—Messrs. Williams and Kellogg for the plaintiff, and Messrs. Mallory and Bates for the defendant; the latter contending strongly that the alleged release of the plaintiff was a good and valid one, while the former considered it as an involuntary, forced one. The jury, however, was for the plaintiff, and gave her a verdict of five hundred dollars damages and costs.

Life of Washington.—Mr. Sparks, of Boston, has issued proposals for publishing a subscription, "The Works of George Washington, with Historical Notes and Annotations." This work will be comprised in not less than eight, nor more than twelve large octavo volumes. A specimen of the manner in which it is to be executed, as it regards type and paper, accompanies the proposals. It is extremely elegant, and worthy of the work preparing for publication.

It is stated, that "the most valuable parts of the entire collection left by General Washington at Mount Vernon, both of a public and private nature, are to be prepared and published according to the following method:—

- I. Letters and other Papers relating to Washington's early military career in the war, and as Commander of the Virginia Forces.
- II. Letters and other Papers relating to the American Revolution.
- III. Private Correspondence on Public Affairs.
- IV. Messages and Addresses.
- V. Miscellaneous Private Papers.
- VI. Agricultural Papers."

Washington, the predictor of the Erie Canal.—Mr. Jared Sparks has been for some time engaged in examining manuscript letters of Gen. Washington, at Mount Vernon, with a view to their publication. It appears from a letter from him, to the Hon. Joseph Story, that shortly after the close of the revolutionary war, Washington, in a letter referred to by Mr. Sparks, predicted that a water communication would be opened through the western part of the state of New York. This letter of Mr. Sparks is published in the last number of the *North American Review*. At page 8, in the Appendix, is the following sentence: "Soon after the war was closed, he (General Washington,) visited the Lakes of New York, and in one of his letters emphatically predicts, that a water communication would at no distant day be opened through the western part of that state, and enlarges on the benefits that would result from such a work."

The veteran Commodore John Rodgers, says the *National Intelligencer*, has been appointed a Commissioner of the Navy. The Board is now complete—consisting of Commodore Rodgers, President, and Commodores Tingey and Washington.

The Mule.—Died lately in poverty, in England, S. Compton, the inventor of the spinning machine called the Mule, now universally used by cotton manufacturers. To this man, (observes Niles' Weekly Register,) the British nation was indebted for the immense power which has exerted for many years past, as his machinery furnished the means for accomplishing more in battle than all the Wellingtons who commanded her armies, as without the profits on manufactures, the armies which they led could not have been raised or fed by Great Britain, and girl in a factory, earning as much as would purchase the bodies of six German soldiers to fight for King George. The nation was therefore indebted to Mr. Compton more than to all the Wellingtons, but whilst the latter have had hundreds of thousands squandered on them, the former dies a pauper. This is the fate of unobtrusive merit.

In consequence of the injury sustained by the buildings, the crops and provisions at St. Christopher, West Indies, the Governor of that Island has issued a proclamation authorizing the importation for three months from the 27th August, of boards, planks, scantling, stave and lumber of all descriptions; and of flour, bread, biscuit, rice, beans, peas, corn, oat meal, live stock, horses, mules, cattle, roots and fruits of all kinds, beef, pork, butter, and other provisions of all kinds, in foreign vessels of all nations, notwithstanding that the articles imported in such vessels, may not be of the growth or produce of the country or place to which the vessels importing the same, do, or may, respectively belong.

Pyroigneous Acid.—We have heard

much of using this acid as a substitute for smoke, in curing bacon, neat's tongues, fish, &c., but never till recently had any opportunity of satisfying ourselves of its utility by experiment. A day or two ago, we had some very fine looking herrings, cured with pyroigneous acid, and dried, presented to us. They were excellent, and no one could possibly have discovered from their flavour, that they had not been smoked. They were very highly impregnated with the peculiar, and, to us, delicious flavour derived from smoke, with the advantage of being perfectly clean and free from soot. Bacon and neat's tongues, thus prepared, must be far preferable to those cured in smoke, as the surface will not be rendered sooty and disagreeable. Bull. Pat.

Mr. Niles, senior Editor of the *Baltimore Weekly Register*, states that the Address of the General Convention which assembled at Harrisburgh, and a great mass of statistical matter, is now nearly ready, (and much of it in type for re-examination.) Mr. Niles was appointed chairman of the committee to draft an address, and prepare the statistical tables, &c. for publication—and we know of no man so well qualified to do justice to the subject as this distinguished veteran editor, and able champion of the "American System." The statistical tables, we have no doubt, will contain much valuable information, and will be looked for with much interest.—*Amer. Sent.*

The *Boston Statesman* recently asserted that Gen. Jackson would obtain eight votes at the next election in Maryland; remarking upon this statement, the *Centreville Times*, printed on the Eastern Shore of Maryland, says—"We are not at all satisfied that the opinion should go abroad that this portion of the State prefers the untried talents and inexperience of General Jackson, to the already exhibited abilities and practical talents of the statesman, Adams; we therefore oppose a direct contradiction to the calculations as far as they regard the Eastern Shore, and state, as the result of observation, that although a portion of the citizens of each county, respectable alike for number and character, advocate the Hero's election, he is far from having a majority, in any one of them.—Consequently we believe there will be no Jackson elector returned from the Eastern Shore."

From the Louisville (Ky.) Focus.

Truths are manufactured with so much ease and rapidly by the patent "improved" Combination press, that we have no thought of being able to consume by contradiction and refutation more than three per cent. of the whole stock. It is a branch of domestic manufacture which need not be included in the tariff. The Opposition "improved press" could overstock all the markets in the solar system. Duff Green, himself, could supply the demand of fifty continents! The power of the Government to establish post offices and post roads, and to regulate commerce between the several States, with all the expenditures of the national and State governments for internal improvements, have not been sufficient to provide the means of circulating completely a tenth of his exclusive fabrics. In an invoice of his, on the 7th August, we have the following item:

"In the fall of 1824, Mr. Clay wrote a letter to General Jackson, inviting him to pass through Lexington, on his way to Washington, and proposing that they should travel together. Mr. Clay did wait several days, expecting General Jackson's arrival in Lexington, and expressed himself to some of the General's friends to be much disappointed that the General had not arrived before he (Mr. C.) left there."

Now, the truth is, that the letter, in question, instead of going from Lexington to the Hermitage, went directly the contrary way; and when Mr. Clay got the information it contained, he hastened off as quick as possible, leaving Lexington only the day before the General arrived! But the enterprise of the General was not to be thus baffled. When he got to Washington, he hunted out Mr. Clay, and made him a very cordial and affectionate visit. This is not the only case in 1824-5, in which the partisans of the General have charged Mr. Clay and his friends with things, very much like what they had done themselves.

Judicial Anecdote.—At a trial in the Supreme Court of Massachusetts, when a perplexing case had been obstinately argued, unnecessarily protracted, the Chief Justice said to the associate on his left hand, Brother Paine, I wish you would charge the Jury in this case, for I feel that I am prejudiced against one of the parties. "And I," replied Judge Paine, "am in the same situation." "Then, if you please, I am just the man," said the late Judge Thatcher, "for I am prejudiced against both."

A gentleman who may be relied on, says the *Connecticut Courant*, informs us he has found the juice obtained by bruising green bay leaves, a certain and effectual cure for corns. It could be applied to the corn at night, for four or five days in succession.—It is equally effectual when applied to warts.