

COTTON SEED OIL.

We are happy to learn, that the machinery of Messrs. Smith and Follet of Petersburg for hulling the cotton-seed, and extracting the oil, is meeting with much encouragement and success. The seed is first hulled—then subjected to pressure—the oil extracted—and the oil-cake is fed off to cows. We understand, that the cake is very hard, and has to be ground before used, into a powder something like mustard.—This powder is mixed with the food of cows, and is found to be very nutritious; experiment proving that the same number of cows fed in this way yield considerably more milk than others fed in the usual manner. There are purchasers enough for the cake—and it sells well, for a profit. The oil is said to be very good—some method has been discovered by the patentees to clean it of impurities, and make it transparent.—It is used not only for painting, but for lamp oil; being limpid, burning very brightly, and free from any disagreeable smell, &c. &c. It sells freely from 60 to 70 cents per gallon. By good management, we understand the establishment, though not on the largest scale, yields a handsome profit to its enterprising proprietors.

And the cotton-seed too, is not to be had on nearly as good terms as in the regions of the South. They have to purchase the cotton in seed, giving a little more for it in order to invite it to their factory—and they gin it, and then operate upon the seed for oil. Less cotton too, is recently grown in the neighboring country, in consequence of the lands being more turned to wheat. If such factories were established in S. Carolina, Georgia, &c. in the very midst of the cotton-seed, as it were, the raw material could be had for little or nothing—and with much less trouble, and much more profit, the oil could be extracted, and turned to more account. Such machines, we should suppose, would be a great treasure to the cotton States; and when associated with the ginning machines, would be the next valuable acquisition to that great invention. We are happy to hear indeed, that these gentlemen are making out very well with their machines, and selling out many patent rights to the Southern States. They are ingenious mechanics, and valuable men.

[Richmond Compiler.]

Revenue of the U. States.—It has been said, that the Revenue will exceed that of the last year by five or six millions of dollars.

The New York Mercantile Advertiser of the 14th, gives us the following information of the amount of duties at that port, which leads one to believe, that the above estimate may not go far beyond the truth.

"The amount of duties paid, or secured to be paid at our Custom House during the first quarter of the present year, January to March inclusive, was three millions nine hundred and fifty thousand dollars, exceeding by about one million and a half the revenue of the corresponding quarter of 1830. The account for the second quarter of this year, ending on 30th June, is not yet made up, but there is every reason to believe that it will much exceed the amount of the first quarter."

We are not much astonished at the burst of enthusiasm which follows in the Mercantile Advertiser.—There is no assignable limit to the prosperity of New York.

"When we contemplate the immense amount of revenue collected here, we naturally think of the extent of our foreign commerce—the large fleets of vessels which crowd our wharves—the numerous enterprising foreigners who flock to our city, and our own merchants too, who from every quarter of our extended Republic, seek here a market for their produce, and supplies for their consumption. When we contemplate our rivers, canals, and roads, all leading to this metropolis, and the facilities afforded thereby for the transportation of produce and merchandise—and added to all, the capital and enterprise of our own merchants, we cannot refrain from feeling an inward satisfaction at the prosperity of our city, and predicting, that at no very future day, New York, in population and wealth, will outstrip the most sanguine anticipations of her citizens, and that she will, in all probability, before another century passes, rank among the first, if not the very first of cities in the world."

Gen. Bernard.—A correspondent of the N. Y. Journal of Commerce says—

"I spent some time to-day in conversation with the very interesting and intelligent General Bernard, who yesterday resigned his office as Assistant Civil and Military Engineer, in the service of the United States. I regret much his determination to return with his family immediately to France, whether he considers himself bound to go by the obligations of patriotism. He has been a highly useful man since he entered into the service of the United States, and being now not more than fifty years old, he may yet live to do much good to his native country. He has been one of the ornaments of our society, and by reason of his mathematical, ornamental and miscellaneous acquirements, is calculated to adorn any circle in any country."

Pottstown, (Pa.) July 9.

GOLD MINE.—A gentleman has left in our possession a specimen of ore found in the mine on the premises of Mr. Brendlinger, in New Hanover township, Montgomery county; which will be shown to persons anxious to examine it by calling at his office. They are now busily engaged in taking the water, old pump stalks, tubes and other nuisance out, which have been found exactly as was stated by a person on his death bed, several years ago, who formerly worked in the mine.

From the N. C. Spectator & Western Advertiser.
Proposed New Road.—The citizens of Washington and Carter counties in the southeastern part of Tennessee, during the latter part of last year, held meetings on the subject of opening a communication from the head of steamboat navigation on Sandy River, in the State of Kentucky, thro' the western part of Kentucky, the eastern part of Tennessee, and the western part of Virginia to the North-Carolina line, and thence to extend southwardly to the Southern markets; and a committee was appointed to enquire into the means and practicability of forming the proposed communication. In pursuance thereof the Committee addressed a circular letter to many citizens of said section of country who are interested in the accomplishment of such design—explaining in a few concise and practical statements the important advantages which would be derived from it—the practicability of its execution, and inviting their attendance at a meeting of Delegates, to be held at Estillville, in Scott county, Virginia, on the 1st Monday in June, 1831,—to be composed of Delegates from each of the counties interested in it. The following extract from the Circular of that Committee has particular reference to the interest which this region and section of the State has in this enterprise:

"Let us look at the proposed measure in another point of view, which we think is entitled to great consideration. By constructing a good road from some point on the North-Carolina line, commencing where Col. Avery's road at present terminates, or at any other place which may be esteemed best upon actual survey, and terminating at the head of steamboat navigation on Sandy River, we would have a complete thoroughfare for all the stock of the Northern counties of Kentucky and Ohio to the southern markets. That this trade will exist to a considerable extent, we are authorized to believe, as the State of Kentucky has already laid off a stock road to the line between her and Virginia, at the gap in the Cumberland mountain where the proposed road would pass.

"It would likewise increase the facilities of transporting iron, flour and other heavy articles from Tennessee to North-Carolina, and promises shortly to afford a profitable market for such articles, in consequence of the astonishing discoveries that are daily making in the gold region of that State. That the formation of a good road as practicable through Kentucky, Virginia and Tennessee, we have not the least doubt. It has been found by actual surveys made by the State of Kentucky on a part of the route, that there is no elevation greater than 8 or one foot in ten, and it is believed that there are very few points of even this elevation. Indeed, a great part of the distance is thro' a comparatively level country with an inexhaustible supply of materials for constructing the best of roads. The road would pass through three States, or if continued to North-Carolina, through four, and would require the action of all those States to incorporate a company."

The meeting above mentioned was held on the 19th June last, and measures were adopted to test the practicability and expediency of constructing the proposed road. Individuals in Burke county have been addressed on this subject, and invited to exert their aid and influence in procuring a survey of the aforementioned road through this State, and for carrying into effect the scheme of the citizens mentioned. The following extract of a letter from the corresponding committee, shows in what light our citizens should view the matter:

"The meeting proposed to take place at Estillville, in Scott county, was well attended, on the part of Kentucky, Tennessee and Virginia,—and among other measures adopted for the furtherance of the contemplated object, appointed surveyors, one on the part of each State, to meet at Pikeville, at the mouth of Shelby, on the Sandy River, the 1st day of August next, to lay out the best route to the North-Carolina line, passing between Jonesboro' and Elizabethton. The President of the United States has been addressed by the Convention, and requested to furnish an Engineer, to meet our Commissioners at the mouth of Shelby, the 1st of August, to unite with them in laying out said road. And the undersigned being appointed a committee of correspondence, it becomes their duty, to address you, and other citizens of North-Carolina, requesting their co-operation in the proposed undertaking, and to request that you, (your selves), will immediately write to the President, requesting him, that in the event he should send an engineer to meet our commissioners, that he be directed to extend his Survey into the State of North-Carolina; for, without a survey of your side, we can hardly form a correct judgment where the road should cross the mountain. We hope too, that your county in particular, will take measures to be represented in the next Convention, which meets the 11th of September; important results are to flow from this united effort, on the part of Kentucky, Virginia, Tennessee, and we had as well say North-Carolina, for she is too deeply interested to stand back.

"P. S. We look forward to the day when the contemplated Sandy road will extend itself thro' your section of country; and connect with the Rail Road, contemplated, and now under contract, in South-Carolina. We shall feel glad to see a full representation in our next Convention, from North-Carolina, and so much of South-Carolina, as feels an interest in the enterprise."

The following account of the proceedings of the late meeting held in Estillville, will be found to contain a general view of the contemplated route, and may not be uninteresting to the friends of useful improvements:

[From the Virginia Republican.]
It is shown to the readers of the Republican, that it is proposed to hold a Convention of delegates from the bordering Counties of Tennessee, Kentucky and Virginia at Estillville, Scott County, Virginia, which was to confer on the practicability of opening the means of opening a road from the mouth of Shelby Creek or Pikeville, Kentucky, to extend to the line of North-Carolina, passing between the States of Virginia and Tennessee, and to be held on Monday, the 1st of August next, by twenty-five delegates from the States of Kentucky, Tennessee and Virginia, many more would have been present but for a misunderstanding as to the time of meeting.

The Convention being organized, a committee was appointed composed of a delegate from each County represented, to whom was referred the subjects intended for consideration. On the suc-

ceeding day they reported sundry resolutions, expressive of the importance of the proposed improvement, the practicability, at small expense, of making the Sandy River navigable, several months in the year, for steamboats of fifty tons burthen. Three routes have been proposed, for that portion of road which will run through Virginia; the eastern, touching at Osborne's ford of Clinch; the middle, passing up Stony Creek, and a western route, running west from Scott Court-House, thro' Rye Cove to the Flat Lick, thence up the Wild Cat Valley. The middle route is said to be the shortest, the western the longest, but as along the latter, the road is made nearly one-third of the distance, and as by adopting it, the people of Lee will be more accommodated, this route may have strong claims for adoption. All the routes pass through Big Moccasin Gap, and will pass over the same point of the Cumberland mountain into Kentucky. The distance from the North-Carolina line to Pikeville is about one hundred and thirty miles, from Scott Court-House to the latter place, about seventy miles. The intersection with the North-Carolina line, is proposed to be between Jonesborough and Elizabethton in Carter county. The people of North and South-Carolina, are invited to send delegates to the next session of the Convention, which will be held on the 11th of September, for the purpose, if they desire it, of extending the road to the gold district and to intersect it with roads leading to Charleston and other southern markets.

As neither of the States have jurisdiction to send a surveyor into another State to make the necessary surveys through the whole route, it was determined to obtain the aid of a member of the United States corps of engineers, and for this purpose a communication was addressed to the President. Three commissioners, one from each State, represented, have been appointed to meet the engineer on the 1st of August, at Pikeville, to commence the survey of the Sandy River and the several routes proposed for the road.

Delegates were sent to the Convention by the Charleston rail-road company, hoping to induce a co-operation with their plan, but finding that there would probably be no community of purpose, they stopped at Knoxville and addressed a communication to the Convention, explanatory of their views, and recommending co-operation with their constituents—their object is to make a rail-road from Charleston to the mouth of the Ohio, that of the Convention, to communicate with the Ohio, at the mouth of the Sandy River.

Upon the receipt of the report of the commissioners, the Convention will address memorials to the Legislatures of the several States thro' which the road will run, asking assistance by direct appropriations, or by the incorporation of a joint stock company.

If it is true that the Sandy River is susceptible of being rendered navigable by steamboats, and there seems little reason to doubt it, and the road is made, the advantages to this quarter of the country will be almost incalculable. The advantages would extend to our eastern brethren, had they enterprise enough to bring themselves within their operation, by other connecting improvements; owing however, to their lethargy, indifference to their own interest, and the disregard hitherto manifested by our trans-mountain brethren for the improvement of this section of country, the trade opened by the proposed communication with Kentucky and probably Ohio, will take a direction to Charleston and other Southern markets. It is however not yet too late for the eastern part of the State to correct its errors. Were the people of that quarter to arouse from their slumbers and evince a willingness to patronise improvements in this quarter, by private and public means, they would be met in the spirit of conciliation, and we would delight to aid in improving the trade of the metropolis of our own State, in preference to sending our produce into other markets. We love and delight to honor and advance the interest of the Old Dominion, and if we do not do so to the extent of our means, it is not our fault, but it is owing to the indifference manifested towards us by the rulers of our country, and the people of the east.

A numerous meeting of the citizens of Burke county was held in Morganton on the 4th inst. for the purpose of taking into consideration the suggestions of the Estillville Convention, when the following resolutions were adopted, which have been furnished us by a member of the meeting:

At a meeting convened at the Court-House in Morganton, Burke county, North-Carolina, on the 4th of July, 1831, for the purpose of taking into consideration the propriety of uniting with such of our fellow-citizens of Kentucky, Virginia and Tennessee, as are interested in opening a communication by means of a road from Pikeville on the Sandy River, to the North-Carolina line. The following resolutions were adopted:—

1. Resolved, That we consider the opening of a communication by the proposed route, to be of great importance to the citizens of this section of North-Carolina.
2. Resolved, That we will take measures to procure the attendance of a Surveyor, on the part of North-Carolina, to meet the Surveyors of the other States, interested in the enterprise at the mouth of Shelby, on the 1st of August next.
3. Resolved, That at our next meeting to be held on the 28th inst. we will elect Delegates to represent North-Carolina, in the convention proposed to be held on the 11th of September next.
4. Resolved, That Charles M'Dowell, Col. Peter Ballew, Isaac T. Avery, Samuel C. Tate, Col. James Erwin, Charles Carson, James M'Dowell and William Dickson, be appointed a Committee to forward a copy of the foregoing resolutions, and respectfully request of the President of the United States, that in the event of an Engineer being sent to Sandy river, to aid the surveyors appointed by the States, in making a survey and reconnaissance of said road, that he be instructed to extend the Survey through this county, and to the South-Carolina line.

From the Northern Spectator.
We continue to receive accounts of the increasing prosperity of the States north of the Potomac. In New York, the Courier and Enquirer says that a greater number of vessels will be built during the present year, than there has been for the last ten years—notwithstanding the accursed tariff which was to have destroyed their commerce and been the total ruin of the revenue. The growth and prosperity of Pennsylvania is also represented as having no parallel.—What is this all owing to? Why, to that system of Internal Improvement which has been prosecuted with so much spirit and success; Look at New York, with her Canals and Rail-Roads, which are branching off in every direction—Look at Pennsylvania, with her 1400 miles of Canals and Rail-Roads—800 of Canals and 600 of Rail-Roads—This State, within a few years, has

actually disbursed \$26,000,000, on Roads and Canals—and what is the consequence? a new and extensive trade is opened with her own commonwealth and the Western States. Millions and tens of millions of acres of her best lands are brought into the neighborhood of civilization and commerce; a spur is given to industry, and a stimulus to enterprise, which is felt through every section and corner of the state;—towns and villages are springing up every where; there is no emigration among her citizens; on the contrary, it is said that emigrants from other states are rapidly peopling her forests, such are the inducements which they hold out. There is Maryland also, with her Canals and Rail-Roads. She is now engaged in the great work of uniting by a Canal, the Chesapeake and Ohio. What incalculable advantages must result from such a work. Here is the history of the prosperity and wealth of our sister States, and no man who is not absolutely stultified by his prejudices on the subject of the tariff, can close his senses to the fact. We invite the attention of our fellow citizens to this important subject, as the only means of bringing into full play our energies and resources, and checking the emigration which is depopulating our State.

Foreign Intelligence.
We learn from the Boston Evening Transcript that by the arrival at that port of the Neruus, the editors have London dates of the evening of 3d June. The following are extracts:

Continued success of the Poles.—The London Star of the evening of the 3d June says:—"The brave Polish Commander has completely outmaneuvered the Russians. While a Polish corps was amusing them at Minsk, Skryznecki united all the corps on his left, crossed the Bug, and taking Ostrolenka by assault has proceeded to Lonza, defeated the Russian Guards at Tyehosin, and in fact occupied the whole country between the Bug and the Narew."

Accounts from Warsaw of the 25th, left Diebitsch at Zoculow, apparently in route for Orsolenka or for Bielsk or Bielystock, with no resource but to throw himself on the protection of Prussia, as Dwernicki threw himself upon the protection of the Austrians. He has, however to cross the Bug and Narew, with Polish corps on every side of him.

By this masterly movement, the Polish General has placed himself in contact with the Samogitians, Lithuanians, and other revolted districts, by whose population his army will be indefinitely augmented, so as to leave to Diebitsch no prospect of escape, but within the Prussian frontiers. The foreign journals assert he will endeavor to reach Thorn, in Prussia; but we expect he will seek to cross the Rossoka, and avail himself of the shelter of his vast forests.

The march of Schryznecki is without parallel in modern warfare. From Warsaw to Ostrolenka, was a flank march of full eighty miles; thence to Lonza another 30; and to Tyehosin 20 more—the last 50 being in the rear of the Russian Grand Army. The Poles seem also to have gained advantages in a repulse of the Russians at Minsk; and this, with the new position of Skryznecki, no doubt forced Diebitsch to retreat to Zoculow, near the lower Bug.

The *Messenger de Pologne*, a Warsaw paper, of 21st May, announces that Gen. Skryznecki had taken Ostrolenka on the 15th, where he obtained a large sum of money, the baggage of the enemy, and 1700 prisoners. The object of Skryznecki in advancing towards Ostrolenka, is supposed to have been to get between the Russians and their supplies.

VERY LATE FROM ENGLAND.

Charleston, July 26.—The fast sailing Br. ship *Nimrod*, arrived yesterday from Liverpool, which port she left on Sunday, 19th ult. bringing us our files of London and Liverpool papers, and Shipping Lists to the 17th and 18th, inclusive.

The Cotton Market was still in a depressed state.—The range of Bowles, &c. is quoted from 5d to 6d. Sales of the week ending, 15th, 14,790 bags—import in the same time, 55,898.

Parliament met on the 14th ult. It was opened by commission, His Majesty not having thought fit to appear in person.—Mr. MANNERS SUTTON, was, for the sixth time, elected Speaker of the House of Commons, and his election was approved by his Majesty. No business of any importance had been taken up, as late as the 17th, nor was it expected much would be transacted, with the exception of the Reform Bill.—Lord Althorp had issued a Circular, requesting a general attendance of Members on the 21st, when the question of Parliamentary reform was to be brought forward by the government.

The war in Poland continued to be prosecuted successfully by that heroic people. Several battles of a minor character had been fought, in which they are represented as having a decided advantage over the Russians. The Polish head quarters continued at Praga, where 100,000 Poles are said to be concentrated, determined to save Warsaw, or perish in the attempt.

France is in a feverish state. Disturbances of a serious character had existed in Paris for some days preceding our latest

advices. These, (says the *Morning Herald* of the 17th ult.) furnish fresh evidences of the wide spread and deepening intensity of political excitement throughout every part of France, of which no man can now venture to foretell the issue.

The French Ministry have taken offence at an article which appeared in the *St. Petersburg Journal* of the 28th May; and a prompt explanation is stated in the *Monitor*, to have been demanded.

Affairs in Belgium are yet unsettled, although a speedy termination of the negotiations for its pacification was anticipated, the 30th of June having been fixed by a decree of Congress for the definitive decision of the Conference of Brazil.

The Emperor of Brazil had arrived at Cherbourg, after touching at a port in England. It is said to be his intention to proceed through France to Bavaria, where he would spend the remainder of his days.

The official account of the election of Prince Leopold to the Belgic throne, was received in London on the 7th ult. The circumstances were considered highly flattering to him, (three-fourths of the Congress having voted in his favor,) but it was received in London without any manifestations of pleasure. Whether he would or would not accept of the appointment, appears to depend upon the lines which should be finally determined upon for the boundaries of his kingdom.

It is said to be the intention of the King of Holland, in case of a separation from Belgium, to declare Rotterdam a free port, and by this means destroy the commercial advantages of Antwerp.

[From the Liverpool Advertiser, June 18.]

We refer to other parts of our paper for a continuation of this subject, being solicited to give this conspicuous place to the following article, which we, and impressively directs attention to a subject of painful interest, in connexion with an advertisement in another column:—

Distress in Ireland.—We have frequently had occasion to lay before our readers heart-rending accounts of the state of the peasantry in the county of Mayo; and we are sorry to say, the last intelligence from Ireland represents the condition of these unfortunate people as being, if possible, more wretched than ever. Much has been done by private charity and public subscription, to alleviate their distress; but such is the frightful amount of suffering, that the contributions of the benevolent have been quite unequal to the calls upon them; and the most severe of human calamities, famine and disease, are daily extending their terrible ravages. That this is not an exaggerated picture of the state of the West of Ireland, will be seen by the following extract from an Irish paper. Accounts from other sources of intelligence fully confirm the melancholy details:—

"There are no fewer than one hundred and fifty thousand men, women and children, at this moment in a state of actual starvation in the county of Mayo. This, we beg leave to say, is no exaggerated statement. A census has been taken of the parishes and townlands by competent and trustworthy persons, who can depose on oath, if necessary, to the accuracy of the returns.

"The following is an extract from a letter written by Sir F. Blosse:—'Those on the sea-coast are endeavoring to preserve existence on sea-weed and shell-fish, found along the shores. A clergyman, on whose authority I state the fact, told me that, doubting the accounts which were brought to him, he visited the families at unexpected times, and thus became a witness of the melancholy meal where a mother, surrounded by her children, picked out the fish from the shells with a pin, apportioning the scanty morsels to each in its turn, but too slowly to satisfy the cravings of their hunger. In other parts of the country the poor are living on nettles and weeds, from which experience has taught them to extract some nourishment, and they pray for a few handfuls of oatmeal to boil up with those plants, to furnish a meal more substantial and nutritious. I can state that a miserable mother, with an infant in her arms, was found attempting to prolong the existence of her family, by sharing with each child the nourishment which her breast afforded. A malignant fever has commenced its ravages; two highly respectable Roman Catholic clergymen are already its victims—namely, the Rev. Mr. Prendergast, of Clifton, and the Rev. Mr. Hughes, of Crosmolina.'"

With such a picture of misery as this before us, need we ask what ought to be done? Is not the mere recital of such a tale of woe sufficient to awaken benevolent feelings, and to promote charitable exertion? But, whatever is done, must be done quickly, or thousands will perish whom a timely effort would have saved; and it is dreadful to reflect that it is on charity alone that this large population have to depend for subsistence for the next three months. Little, it appears, is to be expected from government; and though its policy under all the circumstances may be more than questionable, the time to discuss it is not when those who suffer by it are ready to perish. To the charity of individuals, therefore, the afflicted must look for relief; and we feel confident that in calling the attention of the inhabitants of this great and wealthy district to this painful subject, we make an appeal to their charity which will not be made in vain.