

House in Charlotte, to hear and determine all matters of controversy, for sums exceeding forty shillings, also appeals; and in cases of felony, to commit the person of persons convicted thereof to close confinement, until the Provincial Congress shall provide and establish laws and modes of proceeding in all such cases.

IX. That these Eighteen Select men, then convened, do choose a Clerk, to record the transactions of said Convention, and that said Clerk, upon the application of any person or persons aggrieved, do issue his warrant to one of the Constables of the County to which the offender belongs, directing said Constable to summons and warn said offender to appear before the Convention, at their next sitting, to answer the aforesaid complaint.

X. That any person making complaint upon oath, to the Clerk, or any member of the Convention, that he has reason to suspect that any person or persons indebted to him in a sum above forty shillings, intend clandestinely to withdraw from the County without paying such debt, the Clerk or such member shall issue his warrant to the Constable commanding him to take said person or persons into safe custody, until the next sitting of the Convention.

XI. That when a debtor for a sum below forty shillings shall abscond and leave the County, the warrant granted as aforesaid shall extend to any goods or chattels of said debtor as may be found, and such goods or chattels may be seized and held in custody by the Constable, for the space of thirty days, in default of the debtor to return and discharge the debt, the Constable shall return the warrant to one of the Select Men of the County, where the goods are found, who shall issue orders to the Constable to sell such part of such goods as shall amount to the sum due; that when the debt exceeds forty shillings the return shall be made to the Convention, who shall issue orders for sale.

XII. That all receivers and collectors of quit rents, public and county taxes, do pay the same into the hands of the Chairman of this Committee, to be by them disbursed as the public exigencies may require; and that such receivers and collectors proceed no further in their office, until they be approved of by, and have given to, this Committee, good and sufficient security for a faithful return of such moneys when collected.

XIII. That the Committee be accountable to the County for the application of all moneys received from such public officers.

XIV. That all these officers hold their commissions during the pleasure of their several constituents.

XV. That this Committee will sustain all damages that ever hereafter may accrue to any or all of these officers thus appointed and thus acting, on account of their obedience and conformity to these Resolves.

XVI. That whatever person shall hereafter receive a commission from the Crown, or attempt to exercise any such commission heretofore received, shall be deemed an enemy to his country, and upon information being made to the County in which he resides, the said County, shall cause him to be apprehended and conveyed before two Select Men of the said County, who, upon proof of the fact, shall commit him, the said offender, to safe custody, until the next sitting of the Committee, who shall deal with him as prudence may direct.

XVII. That any person refusing to yield obedience to the above Resolves, shall be considered equally criminal and liable to the same punishment, as the offenders above last mentioned.

XVIII. That these Resolves be in full force and virtue until instructions from the Provincial Congress regulating the jurisdiction of the Province shall provide otherwise, or the legislative body of Great Britain resign its unjust and arbitrary pretensions with respect to America.

XIX. That the eight Militia companies in the County, provide themselves with proper arms and accoutrements and hold themselves in readiness to execute the commands and directions of the General Congress of this Province, and this Committee.

XX. That the Committee appoint Colonel Thomas Polk and Doctor Joseph Kennedy to purchase 300 lb. of powder, 600 lb. of lead, 1000 flints, for the use of the militia of this County, and deposit the same in such place as the Committee hereafter direct.

Signed by order of the Committee,
E. P. BREVARD,
Clerk of the Committee.

Charles-town: Printed by Charles Crouch,
on the Bay, the Corner of Elliott Street.

*This last paragraph is in Mr. Wright's own handwriting: the former part of the lettering written by a Secretary or Clerk. Note by C. B.

(To be Continued.)

MORE COUNTERFEITS.

Twenty Dollar Note of the State Bank, being, as we are informed, the first spurious bill of that denomination on the State Bank that has been seen in the circulation, and consequently it is the more necessary to caution the public against the deception.

The plate of the spurious bill is wretchedly defective, as to its general execution, and entirely different in the vignettes and ornaments. We point out the prominent discrepancies, to enable those who have not a genuine bill at hand, to detect the spurious one.

The vignette at the top and centre of the true bill is a female, seated in a shell-car, drawn by sea horses—in the spurious a female with a vase, presented to a large spread eagle. In the genuine, to the left is a medallion likeness of Franklin—in the other is delineated a sheaf of wheat. The likeness of Washington to the right is, in the true bill, facing to the left, and in the counterfeit to the right. The figures 20 upon plate and in the vignette, in the genuine and clear—in the spurious the circular engraving is irregular, and a star of eight rays almost obliterated the figures. At the bottom of the bill, on which rests a sheaf of wheat—in the counterfeit is a small eagle.

These obvious marks will give the most unobservant a guide to detect the counterfeit. The signatures "Edward Schuyler, President," and "Henry Trevelock, Cashier," are well executed, and in our opinion calculated to deceive the most practiced eye. The filling up of "N. R. Middleton," to whom both the counterfeit and genuine notes are made payable is badly imitated; being much more cramped in the style of writing in the spurious than in the genuine bill.—*Char. Courier.*

The Norfolk Beacon, of the 13th inst., announces as an "arrival extraordinary," a small craft from Body's Island, N. C., with a cargo of "Tewitans," numbering about twenty-five hundred.

PLANK ROADS.

Report on Plank Roads made by Mr. P. L. WARR, February 11, 1848, in the Legislative Council of Wisconsin.

2d. Width of Planking.

Much diversity of opinion seems to have prevailed with regard to the most suitable gauge for the width, as well of plank as of railroad tracks. On most of the latter, the rails are laid four feet eight and a half inches, on others four feet six inches; a part in New Jersey, Ohio, and Mississippi, four feet six inches; South Carolina, Georgia, and Florida, five feet; in Louisiana, and on the Portland and Montreal road, five feet six inches; New York and Erie road, six feet; while on the "Great Western" railway, in England, from London to Bristol, the width is seven feet.

But while the superiority of the wider track for railroads is generally admitted, the reverse holds good as applicable to plank roads; for all experience has shown most conclusively, that for a single track eight feet is preferable to any greater width. At the commencement of the system in Canada, a plank road track was made from sixteen to twenty-four feet for a double, and from nine to twelve feet for single track. But the engineers of that country are discarding the greater width, and adopting sixteen feet for a double and eight feet for a single track, as the standard breadth. It is well known that travel will concentrate within a narrow range on all roads, and on those of plank is found seldom or never to be extended over a greater breadth than seven or eight feet at the centre. It follows, then, that all over eight feet for a single track, is for all practical purposes, labor and material thrown away.

As the track converges to the centre of an eight foot track, the superincumbent weight of the vehicles will rest there, pressing and keeping the superstructure firmly and evenly down on the bed; while on wider tracks, say nine or twelve feet, the inclination of vehicles to either side would tilt up and loosen the opposite ends of the plank. On the Toronto road, after seven years' use, the top surface of the plank was found to be worn in the centre to the breadth of seven feet only, and to the depth of five-eighths of an inch; the rest of the surface, say four feet, (the entire track being twelve feet,) was almost as untouched as when the planks came from the saw. Of course one-third of this planking was useless, and one-third of the expenditure on account of its dead loss. In Canada, through and in the vicinity of the principal towns, the sixteen foot double track is still used; but in New York it is being abandoned in almost all cases, and two eight feet single tracks substituted. Mr. Alvord is so strongly impressed with the belief that eight feet is abundantly sufficient for the width of a plank track, that he called upon to build a road fifty feet wide, he would construct it in separate eight feet tracks. "It would certainly be a little more pleasant for an unsteady driver to have a wider track; but economy in building prevents it, while the real usefulness of the road is not impaired."

In Canada, the ends of the plank are mostly pinned and spiked to the sills; but this is now deemed useless by the New York engineers; and a Detroit writer says the only use of pins or spikes is to keep the planks from being floated off, where the track should chance to be submerged in water. The planks on the Canada roads, whether of pine, hemlock, or oak, are saved three inches in thickness, and generally from eight to fifteen inches in width; but the engineer of the Salina road, in speaking of the proper thickness of the plank, recommends that where two tracks are made alongside each other, one (for loaded wagons going to market) should be laid with four-inch plank, and the other (for generally empty or light ones returning) with plank only three inches in thickness. In those cases where the amount of travel is sufficient to wear out the plank before it would have time to rot out, then four-inch plank should be used; otherwise three inches will do, but not less.

3d. Sills—Or Sleepers—Or Stringers.

A diversity of opinion has prevailed in regard to this part of the structure. "The sleepers," says the New York Senate report, "both in size and in number, have varied and changed since the first introduction of plank roads. At first five or six were placed under a 16 foot road, and were 6 inches square. But they have been gradually reduced, both in size and number, so that now, under an 8 ft. track, two sleepers 4 inches square, are considered abundantly sufficient; the roads laid upon the light sleepers at present used, are as solid, and endure as well as any roads ever built." About a mile of single track plank road is being laid down around the depot of the Detroit railroad, and the engineer writes to us that he uses plank of three inches in thickness, and as the foundation is somewhat unsettled, the sills are 3 by 8 inches, laid flatwise—ordinarily he would use a 4-inch square sill. On the Salina road, 4 by 4 scantling is used for stringers; sills of this size will, more readily than larger ones, settle with the rest of the superstructure, leaving the plank to rest closely on the earth, thus excluding air and decreasing the liability to rot. Indeed, some think that the chief use of sills is to grade by, and keep the foundation in shape until it acquires solidity by settling, &c. On a short road near Toronto, no sills at all are used, the planks resting immediately on the bed of earth, and the grade and form of the road is preserved nearly as exact as on other roads where sills are used. The sills should be well bedded in the earth, their top surface barely in sight, and the earth in which they are embedded should be broken and pulverized, so as to leave no stones or other hard substances to obstruct their settling evenly, and thus permitting the plank to sink down firmly on the earth as its main support. Two stringers only are used on the Salina road, 4 by 4 inches in size, and none less than 13 feet in length; they should be so laid as to break joints, as in laying brick, or putting on siding—that is the ends of the stringers on one side should not be laid opposite the ends of those on the other side. About 6 feet 8 inches is the proper width between the two lines of stringers, for an 8 feet single track road, which will bring them under the wheels of most road vehicles, and thus give a continuous bearing on them. One set of sleepers of good timber and well bedded, will last as long as two or three plankings.

4th. The Bed or Foundation.

An important part of the whole structure, is the preparation of the bed of earth, or foundation. This should be graded about twenty-one feet wide, measuring from the inside top lines of the ditches on each side; the earth on the surface of the bed should be broken and made fine and firm as practicable, and graded smooth; good ditches should be dug in the beginning, say two feet deep, and two and a half feet wide at the bottom, sloping on the sides according

to the nature of the soil; a sufficient number of sluices or culverts should be made under and across the bed, to pass all water that strikes the bed rapidly off, and effect a thorough drainage. "I cannot impress too strongly upon you," (says Mr. Alvord) "the necessity of building your road-way high, and draining it well by side ditches and culverts." In grading crosswise of the road, particularly on an old road-way, care should be taken not to break up and pulverize any greater depth of the service than is necessary for embedding the sills, for it is important to preserve as solid a foundation as practicable. The plank tracks should be laid as far on one side of the road-bed as can be and leave a sufficient shoulder to keep the earth on that side up to and even with the top surface of the plank; one stringer should then be laid by the eye, from four to six inches inside of the intended outline of the plank; then lay the other stringer on a parallel line with the first, and about six feet eight inches from it, which can be leveled by means of a common mason's level, having two legs the requisite distance apart to reach and rest in the two stringers, the leg on the ditch side being two inches longer than the other, so as to give the proper inclination to the plank track; the earth should then be packed close around the stringers, and brought up to a level with the top surface of the plank, so that they will rest at all points firmly on the dirt, otherwise the plank are apt to spring and wear; the plank should then be laid as close and tight together as practicable. In making the side earth track, or turn-out path, which is twelve feet wide on the Salina road, the earth should come up even with the top surface of the plank track, and slightly fall off towards the ditch at a depression of about four inches in the twelve feet. A plank road thus thoroughly and carefully built, says Mr. Alvord, "is the *ne plus ultra* of road-making." Mr. Geddes saw a road in Canada which "had been worn out, and was being replanked; the sills were still good, and the plank sound on the underside, save where *air* had supplied the place of earth, and there they were destroyed by rot."

5th. Single, or Double Track.

In the opinion of Messrs. Geddes and Alvord, it is seldom necessary to build more than one plank track eight feet wide on the same road, except in and near towns and villages, or other peculiar localities where a very large amount of travel is expected to pass over it. Mr. G. says, "it is difficult to persuade a man who has not seen the thing tried, that one track is entirely sufficient, except in cases of an extraordinary amount of travel; but it is so." Mr. A. remarks, that "the great speculative objection was made in the start to one plank track; but we have now the entire community with us in deciding that, on all ordinary roads, one track is fully sufficient. The reason is this: the travel in wet weather is entirely on the plank, except the turning of the light teams; but they seek the plank again as soon as they can get around the team met or overtaken, so that the turn-out track is not cut with continuous lengthwise ruts, and perhaps wheels of not one team in a hundred turn-outs will strike the exact curve of another; consequently, in our experience, our turn-out track being well graded and passing the water from its surface, remains perfectly hard and smooth. And during a thaw about the beginning of January, when the frost was entirely out of the ground, their turn-out track, which is made of common earth scraped up on the spot, remained perfectly good, and no difficulty was experienced in passing off and on the plank. The Salina road has but one track—except that for about 100 rods from the village, there are two eight feet tracks, four feet apart, with a graded path-way between; thence but one track runs a distance of two and a half miles, "until it reaches a soil of deep and yielding sand, where two tracks are again laid and continued a short distance, until the level of the low wet cedar marsh about eighty rods wide, which is crossed by a plank track of sixteen feet wide, laid upon an embankment of sand averaging three feet in height; it then ascends from this swamp up to another range of sandy land, across which two tracks of eight feet are carried for three-fourths of a mile, until the road-way is composed of a gravelly soil, whence but one track is used to its termination." The objections to a sixteen feet double track are: As we have already shown, the travel will converge to the centre, and the depressing of a wide road at the centre causes a springing up of the ends of the plank, which, admitting the air and moisture, renders them unstable in their position, and promotes rot; whereas on an eight feet track, common wagons, whose track is five feet four inches, bear more equally on the plank, and tend to keep them in, rather than jostle them out of their place; and thus the timber is all worn out together. Again, on a sixteen feet track, heavily loaded teams, travelling in the centre, as all vehicles from choice will, move so slowly in turning out, that light and fast vehicles, unless they have leisure to await the tardy movements of the heavy one, must be crowded off the plank upon the siding embankment, (there being no turn-out path to a sixteen feet track,) in their efforts to get by the other within any reasonable time; and on an eight feet track, however, when a heavy and a light team meet, the latter of course takes the turn-out path, and no difficulty or delay ever need occur in passing. The plank of a sixteen feet double track at Toronto having become loose and unsettled, they were sawed in two in the centre—thus partially imparting to the road the advantages of two eight feet single tracks, excepting the convenience of a turn-out path in the centre; after which, it is said to have worked better than any sixteen feet track had ever done before. "It certainly would be more pleasant for an unsteady driver," (remarks Mr. Alvord,) "to have a wider track than eight feet; but economy in building prevents it, while the real usefulness of the road is not impaired" by confining it to that width.

When the construction of a sixteen-foot track becomes absolutely necessary, in locations where the unsettled and yielding consistency of the soil will not admit of grading a turn-out path of sufficient solidity, from three to five sills should be used, on a crowning grade with a convexity of two or three inches in the centre of the road; and ends of the plank should be slightly sprung down on each side, and spiked or pinned to the outer sills.

6th. Grading.

The Port Stanley and London plank road foundation is graded thirty feet wide between the ditches, and the bed raised twelve inches above the natural surface of the earth. This road ascends from the lake to the level of the country by a grade of one foot elevation in thirty, although in one case it overcomes an ascent of one foot in twenty; and it is Mr. Talbot's opinion, that an inclination of one foot in

twenty-one can be very easily overcome on a plank road. But Mr. Alvord, in a recent letter to us says: "In building a plank road, there is no necessity of paying that strict attention to lengthwise grading, which is supposed to be necessary by the speculative (not practical) road builder. I can hardly conceive of any elevation in your country which would require much cutting down. We pass over rises on our road, (short, it is true,) of one foot in ten. It is easier to go over the same elevation on a plank road than on a common dirt one; for on plank there is no cutting into the substance passed over, nor encountering of stones by the wheels; and if, as it ought to be, the plank way is covered with a slight coating of earth, the only danger suggested, the slipping of the animal, is avoided. It would be a prettier sight for the eye, were we to grade our plank roads more level; but while their practical utility is not lessened in any perceptible degree by their unevenness, economy forbids the expense of leveling them for ornament! The grading and grubbing on the Port Stanley road seems to have been more costly than on any similar structure in Canada. Independent of embankments and deep cuts, the expenditure on account of grading, &c., of this road, averaged \$320 per mile; while on the Salina plank road, (built on an old road-way, however,) the whole cost for bridges, sluices, and contingencies, was only \$63 per mile. Where the entire foundation is to be made anew, it is difficult to make any calculation that can claim to be more than an approximation to accuracy, in regard to the expense of grading, &c.—Should the line of the road pass over a plane surface, with only gentle undulations, or over an old road-way, with no hills to cut down nor valleys to fill up, fifty cents a rod might cover the expense; while under other circumstances, one dollar per rod would not be too high an estimate. Seventy-five cents per rod was the cost on the Salina road. The grading, when once well done, is done for all time.

(To be Continued.)

THE CENTRAL RAIL ROAD.

Much interest is beginning to be manifested in the schemes for Internal Improvement projected by our last Legislature. A Rail Road meeting was held at Salisbury on the 8th inst. which the Watchman describes as in a high degree interesting, and as evidencing a greater degree of unanimity of sentiment and cordiality of feeling than they had ever witnessed. The meeting was addressed by John A. Lillington, James W. Osborne, Rufus Barringer, Judge Ellis, Burton Craig, and others. Resolutions were adopted expressing a hearty approval of the wise and patriotic Legislation which conceived and adopted measures so eminently calculated to improve the condition of our State; measures to the completion of which self-interest as well as patriotism should prompt every citizen to devote his energies. And to secure united effort, they recommended a General Convention of the friends of these measures from every portion of the country interested, on Thursday the 14th day of June next. The meeting also resolved to organize a body to be called the "Rowan Internal Improvement Association," whose duty it shall be to promote the proposed enterprises in such manner as may be deemed most advisable.

From the peculiar position of the town of Salisbury, it is perhaps destined to reap a larger amount of benefit from the proposed works than almost any other point; yet every section of the country through which they will pass is deeply interested, and none perhaps more so than the people of the county of Orange. And so especially is the prosperity of our town of Hillsborough connected with the location of the Rail Road, that it behooves all our citizens to take an active interest in it.

With the view of promoting the interests both of the town and county, it is proposed that a meeting of the citizens of the county generally be held in this place on Tuesday of the Superior Court, being the 6th of March next. It is hoped that as many will attend as can conveniently do so. Speeches will doubtless be delivered on the occasion, and such explanations made of the proposed improvements, as will amply compensate the hearers for their attention.—*Hillsboro' Recorder.*

"FREE SUFFRAGE."

Those who paid attention to the legislative proceedings as they came out weekly in the newspapers, no doubt observed that the subject of amending our State constitution as relates to the suffrage privilege, occupied a share of the earnest attention of the Legislature. None of the propositions for alteration were adopted; yet the votes on the various propositions and amendments introduced, showed a maturity of sentiment on the part of the people's representatives, indicating an early inevitable consummation of constitutional reform in this most important particular. It is well, perhaps, that the measure failed in the recent session; because the subject had not been thoroughly and definitely canvassed before the people, and because that portion of our population most interested, and who already compromise a majority, are every day gaining strength to carry out the reform thoroughly and as it ought to be done, when the time for final action arrives.—Nothing less will satisfy the awakened freemen of North Carolina than free suffrage and equal representation on the white basis—a fundamental provision characteristic of younger southern States, which have been organized during the progressive enlightenment of the age.—We intend when the Journals are published, to give a synopsis of the proceedings on the suffrage question, in order that our readers may judge of the state and progress of popular opinion in this respect, as reflected through the legislative representation.—*Greensboro' Patriot.*

More Pugilists and Prize Fighting.—The New York Express says:

"Pugilism has grown into such favor in this part of the world, that it is said, two heroes of the ring in England are about to visit this country: Ben. Caunt and William Bendigo. The first is not less than 6 feet 3 inches in height, and weighs 200 pounds; the last is only 5 feet 10 inches, and weighs 150 pounds, but has beaten Caunt in a contest upon which 1000 guineas was staked.

FIVE BOOTS AND SHOES, for sale by

Dec 21, 33 J. H. ENNIS.

COMMUNICATIONS.

[For the Watchman.]

"Protest"—His Codicil.

Messrs. Editors.—Not being one of your subscribers, I did not preserve your paper containing the first communication of your Lexington Correspondent, "Protest." And although it was published simultaneously in the Watchman and Greensborough Patriot, (as if the more certainly to ensure controversy,) I am not at present able to lay my hand upon it. I am sure, however, that I remember its contents perfectly. The writer commences by saying that it was already apparent that an impartial public sentiment would disapprove of all the leading measures of the last Legislature as being unwise and inexpedient. He had heard no voice of dissent, and believed that no intelligent or patriotic man could be found who would not concur in the popular indignation. He said this after much deliberation, having attended with "unusual" interest to the proceedings of the Legislature; and he rose from the sickening review with feelings of "humiliation" and disgust. He then asked where was the true Carolinian who would attempt to justify the illiberal and ungenerous policy of the Legislature, "whether we consider the general schemes of improvement," &c. He then declared such legislation to be "novel, unwise, extravagant, and contrary to the laws of custom and nature"—an effort to flatter the people with "idle banter," and divert their attention from their "true welfare and destiny." He then denounces the Rail Road project as the "central offspring" of Eastern men—that it was "unwise" in the Legislature to attempt to divert trade from its natural channels, and the time for trying the West to the East had elapsed—that our trade was North and South, and not Eastward—that "our treasure would be wasted, and our people taxed to no purpose"—that the "chilling influence" of slavery, persisted in, would cast us still deeper into the original chaos of primitive nature; and was but the foreshadowing of the future ruin and desolation of the State.

Now, Messrs. Editors, I being "incapax doli"—(that is, incapable of doing wrong)—"Protest" was opposed to the Central Rail Road, and the other schemes of improvement; and I suppose every one who read his essay came to the same conclusion. In your last paper, however, "Protest" comes out with a "Codicil." Now, a "Codicil" is an appendage to a last will and testament, and is intended to do, revise, or modify the provisions of the will, and to be read in connection with the will, and not as a separate instrument. It is always an after thought. Can it be that "Protest" has looked around, and found that his protest instead of being the voice of the majority as he at first supposed, is after all, a real protest according to his own definition, being the dissent of the minority, and that preferring to be on the strong side, he has concluded to add a "codicil" to his testament—move a reconsideration, and pray that his protest may be stricken from the journals, and his vote recorded in the affirmative?

Hear what he says in his "codicil." "And he (Protest) certainly would never have submitted to the press his cursory review of the several measures of the Legislature if he had not believed he reflected the private feelings of the large majority of the people of Western Carolina." That is, if he had not supposed himself on the strong side, he would have taken the other. But having discovered his mistake he slides over to the other side, and declares that he is now on the strong side. And more especially, would he (Protest) have overlooked the fact that he had believed his communication would have been construed as intending to undermine the value, or retard the success of schemes so noble and so vitally important to the State. He, therefore, takes this occasion to disclaim any intention of doing so. In short, he will, in the future, lend his feeble influence in advancing the claims, and securing the great benefits which may arise to Western, and the whole of North Carolina, by the proposed extensive scheme of internal improvements.—Having passed the chrysalis state, he now begins to grow into the state of a butterfly. A crisis in the internal improvement policy of the State has arrived, and it becomes the intelligent, enterprising, and patriotic citizens of the whole State, to contribute whatever of influence, talents, and knowledge they may possess to effectuate the noble purpose and ends to be accomplished. "Protest" becomes more and more a man. Now he begins to exert. The time for action has arrived. He will have the sanction of the Legislature, and if practicable, must and will have the sanction of the people also.—As new converts are always more zealous than old professors, "Protest" becomes more and more a man. In fine, meetings of our citizens should be immediately held in the several Counties most interested in these enterprises, and let them ascertain what can and will be done to secure the benefits of these chartered privileges.—"Protest" now becomes impatient, and in great excitement cries out, "there is no virtue in delay. Action cannot must not wait. Let us advance. Let us begin these enterprises. They can as well be done in two or three years as in five or six." With great vehemence and power, "Protest" then goes on to argue *ad hominem* *ad populum* and *ad infinitum*, in favor of the Rail Road, Turnpike Road, Plank Road, and the other schemes of improvement he has advanced. He will have the sanction of the Legislature, and if practicable, must and will have the sanction of the people also.—As new converts are always more zealous than old professors, "Protest" becomes more and more a man. 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