

## Communications

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### "Prompt payment the life of business."

From the earliest dawn of my manhood to the present day, teaches me that in all the private or commercial transactions of mankind, that prompt and punctual payment is far the best, both for the seller and purchaser. It is even so for the man engaged in the most humble or private pursuits, as well as the lawyer, doctor, or merchant. I have been engaged in the latter, for many years, and personal observation and experience have satisfactorily taught me, that the long and present system of credit and indulgence is dangerous both to the creditor and debtor, more particularly the latter; for since I have the satisfaction of knowing these things to be undoubtedly true in theory, I also have the mortification of knowing it to be equally so by practice and experience. And had I not have ever given into this old and long since established custom, and at the same time could have done the same amount or extent of business, I have no hesitation in saying, I should have saved or have made hundreds of dollars, if not thousands, where I have, or shall eventually lose it.

For instance, I will point out some of the evils attendant on the credit system. In the first place if a person has an article to sell—well, Tom, Dick, or Harry may become the purchaser; he takes the article and gives his note, say at six or twelve months. Now it's impossible for the creditor to know at all times, what is or what may be the fate of this man before this debt arrives at maturity; altho' himself and all the neighbors believed him to be as perfectly good and as solvent as need be, for any reasonable amount. But when you come to test the thing, to your astonishment and surprise you find that every species of property he has in possession, is held by a deed in trust or mortgage by some other person. It's true that the law has ordered, that those instruments shall be recorded for every man's inspection; but this is not known by every man, and a great many persons might not even think of such a thing as searching the public records, for the purpose of ascertaining who were solvent or insolvent. For a man who never thinks or practices evil himself, is not apt to suspect others of it; consequently they believe all to be honest and correct until they prove themselves otherwise. And in a general way wicked and perverse men endeavor most strenuously to induce the public to believe that all is right with them.

Secondly, whenever you have to resort to a legal course to come at your rights, there your troubles and difficulties are increased, and very often heavy expences incurred by it and finally lose the original debt.

Thirdly, very often you might have promised some of your creditors large sums of money on a certain day, at the same time you are dependent on your debtors for the money; you call upon them, and perhaps every man of them will give you this most solemn promise that it shall come by such a day, being in time to meet your promise. Well, you rest satisfied until the day arrives, when perhaps two or three out of those eight or ten very punctual debtors of yours, who passed you their word and honor, appeared and complied. The next day you have to meet your promise; well, you falling very far short of the sum required, from the non-compliance of your debtors, you know not what to do. Being not like those who promised you, by all means you intend to do what is right and to comply with your engagements, and would not falsify your word or promise for any consideration; and now you have to go off perhaps some fifteen or twenty miles to some capitalist, and borrow the money at from 15 to 20 per cent. to meet your promise; which any real high minded or honorable man would do rather than sacrifice his word and disappoint a friend. Though I very much regret from my personal knowledge of mankind to say, that I fear men of this high and honorable character are

few and far between. Not only so, but this gentleman who will do justice under all and any circumstances is not only put to a vast deal of trouble and perplexity, but the per cent. he has to pay in order to get the money, actually amounts to more than the nett profit arising from the sale of the goods, wares, &c. sold to those eight or ten highly worthy and distinguished customers. Such men as those, if they may be so called, have no feeling or generosity about them; for if it was possible that you could indulge them to that great day when Gabriel shall sound his last trump, the most slanderous and abusive language they could possibly heap upon you would be too charitable for them; beside any and all other injury they could do you.

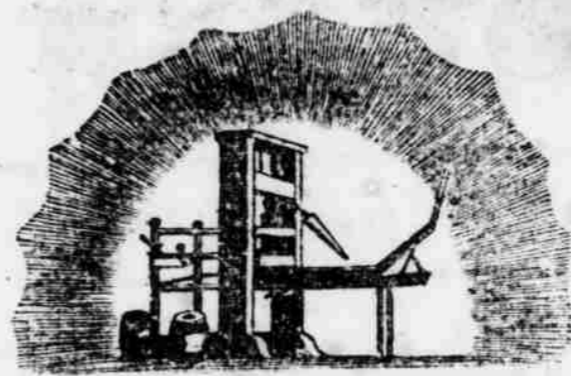
Fourthly, was the present system abolished, and a uniform cash and barter system established in its stead, it would certainly redound to the interest and advantage of the whole community; though I am induced to believe but few would at first think with me—and it certainly would prove rather oppressive for the first year or two, but after that no doubt all would be much pleased with it. It certainly would be a considerable saving to both buyer and seller, particularly to the commercial part of the community, in the way of clerk hire, books, pen, ink, paper, &c. which is no small item to the man who does an extensive credit business—whereas, provided he done a cash business, all this expense might easily be avoided. And what is the result of it? why this is the fact, the merchant lays a per cent. on his goods over and above sufficient to cover all those and many other incidental expenses. Besides, where he purchases his goods for cash, and he sells on twelve months credit, he of course calculates the interest on his money and also adds that in his per centage on his goods; not only so, but if he sells on a twelve months' credit, he of course would not sell the article as low by ten or fifteen per cent. as though he sold for the ready money or barter.

Now, my fellow citizens, is it not reduced to a certainty, that the buyer or consumer of the article pays all these expenses eventually? In my humble opinion they do. This system operates something like the tariff, the consumer pays all at last—though this credit system is more in the hands of the people and might be avoided, and no doubt will be in a few years when the people come to reflect upon and understand the thing. I am so well convinced of the fact, and have sustained so many losses by it, that I have pretty well determined for the small remnant of my life, that I will neither be credited myself nor credit others. And I hope most seriously, that no one will take umbrage at these suggestions, as they are intended for the mutual benefit of all, and I hope all may profit by them—the rich cannot reasonably complain, and the poor ought not. As I am poor myself, I am among the last that would injure them knowingly—and please take it for granted, that my sole object is to arouse the feelings of my friends and the public on this subject.

*A well wisher to all.*

**Fatal Accident.**—In Oxford, Mass. on the 27th ult. Mr. Aaron Elliott, aged 23, lost his life by one of those accidents of which several instances have recently occurred in different parts of the country. He was grinding scythes at a stone about six feet in diameter and weighing nearly two tons. While revolving at the rate of about three hundred times a minute, the stone parted into three pieces; one of the fragments, weighing about eight hundred pounds, passed in a direction upwards, with astonishing force, carrying away the joist of the floor above and lodging in the second story of the shop. This fragment struck the head of Mr. Elliott, threw him with great violence about twenty feet from where he was setting, and thus instantly left him a lifeless and mutilated corpse. The accident has deprived a wife and five children of an affectionate husband and father.

A letter from New Orleans dated 16th inst. states that 15 cases of Cholera occurred that day among the boatmen.



## TARBOROUGH

SATURDAY, MAY 11, 1833.

It would appear from the following articles, that the contemplated Central Rail Road in this State, as well as the Yadkin and Cape Fear Rail Road, have shared the fate of the Tarborough and Hamilton Rail Road, being abandoned for the present. The Raleigh Register says:—

The scheme authorised by an act of last session, for forming the Cape Fear and Yadkin Rail Road, is abandoned by the Subscribers in Wilmington and its vicinity. Dr. Wm. P. Hort, one of the Commissioners for receiving subscriptions to it, informs the subscribers, that he is now ready to pay them back the money deposited on their shares, after deducting 12 per cent. for disbursements, the inhabitants of the western counties having failed to subscribe a cent towards effecting the proposed object.

The proposed Central Rail Road, also authorised by an act of the same body, may also be considered as abandoned for the present.

**Internal Improvements.**—The Wilmington People's Press, in a few remarks in relation to internal improvements, makes the following very happy hit at the apathy which so generally prevails on the subject in this State:—

"Every body seems to be sensible that some energetic measures are requisite for the salvation of the State, and whenever any public improvement is proposed, all nod assent; and they continue to nod, nod, nod, till they get fast asleep—dream of ruin—get the night mare—wake up in a fright—rub their eyes—feel in their pockets to see if they've been robbed— inquire how the rail road progresses, and whether the bridge is built—but never put in a cent, nor stretch forth a hand, to aid in works calculated to prosper the State and enrich themselves."

**Internal Improvements.**—We would call the attention of our readers to the following statements in relation to the transportation upon the canals in New York and Ohio. It will be seen that goods are conveyed from New York to Cincinnati, a distance of 1125 miles, for 24 cents per 100 lbs! notwithstanding they have to undergo several transshipments, say at Albany, at Buffalo, at Cleveland, and at Portsmouth. Let us compare this with our condition, and look for a moment at the cost of transportation of goods and produce from Fayetteville to any part of North Carolina. The distance from Fayetteville to Pittsboro' in Chatham county, is 52 miles; and the lowest price of hauling is 30 cents per 100 lbs. or one fourth more than the price from New York to Cincinnati. From Fayetteville to Hillsborough is 76 miles, the price of hauling from 40 to 50 cents, or about double the price for 1125 miles. From Fayetteville to Raleigh, 55 miles from 40 to 50 cents. From Fayetteville to Salisbury, 110 miles, from 50 to 75 cents. All this vast difference of expense is effected by the enterprize of the people of those great States, New York and Ohio, whose canals extend 669 miles along the route by which their goods and produce are transported. Our want of enterprize leaves Pittsborough or Raleigh more remote from Fayetteville, for all commercial purposes than Cincinnati is from New York! Do not our people see how far they are falling in the rear of the spirit of the times? How completely they are outdone by their more enterprising brethren of the north and west! Will they not put their own shoulders to the wheel, and redeem themselves from the disgrace and poverty which will inevitably follow from their inactivity? We call especially upon our brethren of the western part of North Carolina, to reflect how much their own

interest would be promoted by a rail road from this place to the mountains; what a vast amount of their produce, which they are now obliged to consume, would bear transportation to market; what a new impulse would be given to their industry by this state of things; how much they would save in the expedition and cheapness of transportation of goods. Let them consider these things, and then come forward to the aid of the people of Wilmington and Fayetteville, who have subscribed liberally to the Rail Road Stock. It is not a scheme for the benefit of those towns alone, but equally or more for the benefit of the farmers, the landholder, the merchant and the mechanic of the west. And shall it be said that they will do nothing for themselves? Where is the subscription made by them to the Rail Road Stock? Does it comport with the character of the wealthy and intelligent people of the western part of North Carolina, to answer that not one share has been subscribed for west of Fayetteville? How shall we characterize such criminal apathy in regard to their own and the best interests of their State? It is our deliberate opinion that the only hope of North Carolina for many years to come, is in the construction of this road; and that it can only be done by the united efforts of all those whose interests would be promoted by it.—*Fayet. Obs.*

**Ohio Canals.**—The gross amount of tolls collected on the Ohio Canals during the last year, was \$125,784—\$89,000 of which were received on the Ohio, and the remainder on the Miami Canal. The estimated expenses of the Canals have been \$5,163,725.—*Ohio paper.*

The Pennsylvania of Tuesday gives it as the current report in Philadelphia, that "the French government have dishonored the bills drawn by the Government of the United States, in pursuance of the treaty of indemnity for the claims of our merchants, which grew out of the spoliations committed under the authority of the Berlin and Milan decrees.

**Virginia Elections.**—The following is a full list of the members elected to the House of Representatives of the next Congress, viz: Messrs. *Loyall, Mason, Archer, Gholson, Randolph, Davenport, Claiborne, Taylor, Chinn, Stevenson, Gordon, Patton, Mercer, Lucas, Beale, Moore, Fulton, McComas, Allen, Wilson, and Wise.* Those whose names are in *italic* are new members—consisting of more than one half of the entire delegation. The Lexington Union states "that the changes in the representation of Virginia in the next Congress of the United States are somewhat remarkable. The whole of western Virginia has undergone a total change. Every district west of the Blue Ridge sends a new member—and men who at no former period have been in Congress."

From the Richmond Enquirer.

**Mr. Adams vs. Mr. Livingston.**—Some one has remarked, that of all the senses in the world *common sense* is the most *uncommon*. Be this true or not, it is certain that Mr. John Q. Adams has less *common sense* in proportion to his remarkable acquirements, than any other man who has been among us. His pen runs away with him. Rhetorician, poet, dialectician, and above all controversialist, he must figure before the public—and he must be laughed at. We have noticed his first Letter to "Edward Livingston, Grand High Priest of the General Grand Royal Arch Chapter of the United States, and Secretary of State of the said States"—upon the Morgan subject. But here we have him again in a second letter, perhaps addressed, as the Frenchman did, "to the silence of M. La Motte." This second letter concludes in the following ludicrous strains:—

"In concluding this letter, I am bound to make my acknowledgments for a poetical parody of its predecessor, which I have seen in the newspaper called the *Globe*, and by which I see you are disposed to treat the subject with pleasantry. Well, sir, so be it. The *Globe* is generally considered as your *political organ*. In that country which it is said you are about to visit, you may, perhaps, at your hours of leisure and recreation, occasionally visit the first dramatic theatre in the