

Communications.

FOR THE FREE PRESS.

Mr. Howard: I saw in that little motley looking paper known by the name of the Raleigh Constitutionalist, of the 16th inst. an editorial article in answer to my remarks in the Free Press, on Internal Improvements carried on by the State. And if the Editor's heart had have acted in accordance with the dictates of his head, and have passed me by unnoticed, I should now have rested in calm repose; but his head being more virulent and savage-like than his heart, it could not let me pass without a literal using up.

Sir, notwithstanding the various sources and extent of land and water, from which you have culled and displayed to the world the most lofty flights of fancy, such beautiful figures of speech, together with the most sublime yankeeisms—and the happy faculty which you possess of transforming and twisifying the truth into a downright falsehood, and of converting sense into nonsense—you have not yet been able to disprove a single assertion of mine. I will now repeat, more fully, what I before said on the subject. I am and always have been in favor of a certain kind of internal improvement, viz: whenever it can be carried on as a national benefit, and when it tends to the general good of the whole United States, why in the name of common sense let it be done at the expense of the General Government; and whatever profit may accrue from it, of course belongs to the U. States. This might be essentially necessary for self-defence, or as a national protection. Our nation must be supported and defended, and no friend to the country would murmur at this kind of internal improvement.

But this is not exactly the same case in regard to improvements by the State—the States are only small portions, or sectional parts of the United States—which would of course benefit only a small portion of the citizens of such State as might make these improvements, and those to be benefited must be most contiguous or in the neighborhood of such improvements.

And as a matter of novelty I will venture to ask, though not with an expectation of being answered, what earthly benefit could a man living 100 or 150 miles, say from the Central Rail Road in this State, derive from it, when he may have a natural water navigation to the sea ports of the State, by which he may export any article of produce he may have to the most distant part in the world, at probably about the same expense it would take to get it to this rail road? Now by your wise system, should it be carried into effect, this man no doubt living 100 miles from this rail road will have to pay as much indirectly for this road as the man living immediately on it, and one who might derive all the benefit from it that any man could do. I, Sir, am a poor man myself, and I have and ever will befriend the poor as far as I am able. And I do contend, and that too upon the broad bottom of substantial justice, that it is unequal, unjust, oppressive, and radically wrong, that the poor of any country should be compelled to pay for the improvements of such country, to the exclusive benefit of the rich or the fine, that reside adjacent to such improvements. You know, Sir, that a large majority of the citizens of this State are poor, and it's all they can do now to defray those expenses which are natural and necessary; and to load them with an additional tax, would be enough not to make a preacher swear, but to make a sinner pray.

Those remarks will justly apply to the great work the Erie Canal, which you dwell on so fluently. I readily admit, Sir, that stock is first rate—I only spoke of it in general terms—I know very well it's a work of great convenience and of great profit to a certain class of men. And who would not have a rail road or a canal, if the State would construct it and give it to them? Why those dirty faced grinning yankee boys and ivory teathed negroes, and even your own dear self, would readily grin afresh, make a low

bow, and jump Jim Crow in the bargain for such a present. But does all this go to say it's right? And although this said stock clears a handsome dividend, and is a great public convenience, I would be proud to learn from your book of witticisms, whether or not the toll arising from this great canal has yet been sufficient to reimburse the State Treasury? Though judging from what I have already seen and heard of you, I presume you must have a pair of squint eyes and a crooked tongue, as you neither seem to see straight, nor to speak strait—whether it's because you cannot or will not, I cannot say—so I will answer for you. From all and the best information I have ever been able to obtain, it has not done so by many thousand dollars. And say it ever should, will those persons who paid their part towards it, regain it? Doubtful. These are all facts, Sir, and you with all your genius and art for quibbling about words and phrases, together with your sovereign contempt for decency and truth, cannot controvert them.

If you or any one else want a rail road or a ditch, in the name of good sense have it and pay for it; but don't make me and other people who have no interest in it pay for it. For I neither wish to patronise or imitate you, as your looks are by no means desirable, and your principles less so—though there is yet left a ray of hope that you may yet improve, but really you have the premonitory symptoms of a madman. And who but a deranged man or a fool, would or could have taken in his brain such a scope of land and water, to have ascertained who or what I was? And from the loquacious and quaint manner of your speaking of ships, I think you are much better qualified to man the helm of an oyster boat, than that of a printing office. You have really, Sir, taken great pains, kicked up a most tremendous dust, and made a great splutter, and brought forth a deal of literature, and have dealt largely in criticisms, showing conclusively that you are a most perfect linguist. And for what is all this dust, merely to find out who or what I am, when I am ready and could have told you with one half the trouble, that I am a little, obscure, ignorant fellow, living away down here in or near the bogs of Coneto creek, snuffing lightwood smoke and ashes to repel the ague and fever. Pity, pity, Sir, you gave vent to so much learning and smartness for so paltry a consideration; do, do, Sir, in future reserve the hazard of your conscientious wisdom for a more worthy purpose. But I'll give the devil his just due—I do really think, Sir, you have improved very much since the setting of the last Legislature, for about that time there seemed to be a thick fog or mist before your eyes, and I am not sure but your mind was also more or less affected. But at that time the State officers and members of the Legislature almost every evening gave tea and wine parties, and your dizziness might have proceeded from sitting up too much, or something else; I recollect very well to have noticed your little dirty paper about that time, I felt anxious to see what was going on there, and I could not read more than every third line, and I at length asked some friend how in the world come the people of this State to elect so many French, Swiss and Spaniards to the Legislature, when he laughed right out heartily and told me that those hard words were typographical errors. You see I had no sense hardly, and did not know what to make of it. And if you had not improved considerably, it would have been presumable that your head might have been as full of errors as your paper; and if so, I should have said the best thing that could have been done for you, would be to have knocked your skull into a soap-gourd and your type into pi.

But, Sir, I say honor to whom honor belongs. You now appear to have gotten rid of those incumbrances, and your masterly production shows clearly that you are quite another man, and ere long I expect your royal highness will attempt the establishment of Free Schools by the State—and I like to have said Temperance Societies, but I recollect that, I don't believe you will meddle with the latter. But enough—from your powerful elo-

quence and cogent reasoning, you have gained for yourself and posterity a crown of laurels and trophies, that will signalize you for ages yet to come. You no doubt, Sir, have and will do more for North Carolina than all the rest of her citizens together. And what a most glorious breeze that was, which blew your bark from the land of codfish and oysters to this desolate and ignorant Carolina; for no other man could have come, who is so admirably calculated to do the cause justice that you have espoused. And I am proud that you have been so justly and honorably do'd the able advocate and knight of rail roads and canals. I view you, Sir, as a giant in miniature—you have already wrought wonders—umph! an elephant has grunted and pushed out a toad. Do try again.

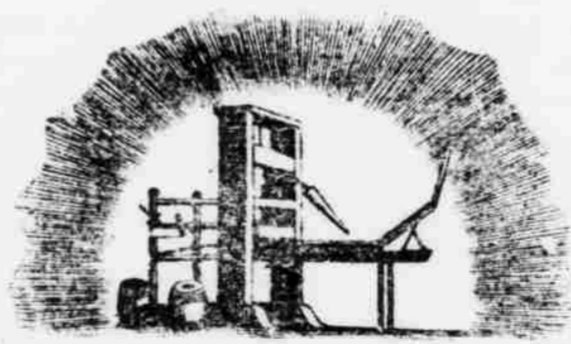
EDGECOMBE.

FOR THE FREE PRESS.

Mr. Howard: I see as how the redoubtable knight of internal improvements, resident at the seat of government, has boarded our "Flying Dutchman," alias "Edgcombe," and used him up in such huge excess as to rouse the wrath of every friend of anti-rail roads and ditches, in the State of hog, hominy, tar, pitch and turpentine. I am truly sorry for our friend the "Flying Dutchman," for he has unfortunately run foul of a real snag boat, and I am fearful will be captured in spite of all the fates without timely aid from some quarter or other. And really, Mr. Howard, I know no one under greater obligations than yourself to render unto "Edgcombe" that assistance which he so much needs at this particular crisis. I am apprehensive that the poor "Dutchman" has no shot left in his locker; if so, he is really in a sad predicament, for the snag boat seems to be well manned and munitioned, and another broadside from him must inevitably sink the "Dutchman" to rise no more. Therefore, I think it a duty incumbent on you, Mr. Howard, to rescue your friend the "Dutchman" from the vengeance of the snag boat; for it was in your behalf that the poor fellow has thus most indiscreetly involved himself (I am afraid) in a fatal warfare with this Amadis de Raleigh, knight of the rail roads and ditches, and at the same time commander of the snag boats.

"Little crafts should keep near shore,
Larger ships may venture more."

Major Jack Downing in Tarboro',
at head quarters, July 19, 1833.



TARBOROUGH:

SATURDAY, JULY 27, 1833.

We regret that our correspondent "Edgcombe" has seasoned so highly, his strictures on the remarks of the Editor of the Raleigh Constitutionalist—but we were induced to overlook several exceptionable passages, in consequence of his thinking himself unfairly dealt with.

We could not conveniently comply with the request of "Major Jack Downing," even if we thought that "Edgcombe" stood in need of our assistance—we are profitably engaged in elucidating the mysteries of the stonement, election, reprobation, &c. and have neither leisure nor inclination to enter into an un-profitable discussion respecting rail roads or ditches.

Cotton.—This article, it seems, has suddenly risen in price—why, or wherefore, is not stated. At Fayetteville, on the 19th, it sold for 13 1/2 cts. At Petersburg, sales have been made as high as 15 cents. And at New York, it is said, the prices range from 14 to 17 cents. A corresponding advance in price has also been made in this place.

The Polls were opened in this county on Thursday last, and will be compared in this place to day—we will give the official statement in our next. From the returns received it is supposed that Hardy Flowers is elected to the Senate, J. W. Potts and Turner Bynum, Commons

—Michael Hearn, Clerk County Court—J. W. Clark, Clerk Superior Court.

We were apprehensive that the recent Internal Improvement Convention in this State, would be attended with no practical benefit—but we begin to think otherwise. We believe that the most sanguine friend of Internal Improvements must now be convinced of the utter impracticability of digesting any system, that will receive the hearty co-operation of the different sections of the State. The fruits of the Convention begin to develop themselves already—each section begins to scuffle for itself, and they all seem to be animated with the same spirit, viz: "every one for himself, and the devil take the hindmost." We subjoin brief accounts of some of their movements.

Internal Improvements.—In pursuance to a resolution adopted at the late Internal Improvement Convention, held in this city, the President of that body, Gov. Swain, has named the following gentlemen as a Committee to prepare an Address to the people of the State on the subject of Internal Improvement, and to offer a suitable Memorial to the Legislature on behalf of the Convention, viz:

William Gaston, Chairman, George E. Badger, William Boylan, John H. Bryan, Isaac Croom, Joseph J. Daniel, Joseph A. Hill, Wm. H. Haywood, jun. John Huske, Louis D. Henry, James Iredell, Cadwallader Jones, John D. Jones, William B. Meares, Frederick Nash, John Owen, Samuel F. Patterson, James Somervell, Henry Seawell and Robert Strange.

Raleigh Star.

The Raleigh Register contains the names of the gentlemen composing the Committees of Correspondence, in the various counties of the State, appointed by the President of the recent Internal Improvement Convention, for the purpose of circulating the Address, and otherwise promoting the objects of the Convention, pursuant to a resolution of that body. The following are the Committees for this and the adjacent counties:—

Edgcombe.—Louis D. Wilson, John W. Potts, Gray Little, James W. Clark, Benjamin Boykin, Joseph R. Lloyd, Richard Hines, James J. Philips, Spencer D. Cotten, John Parker, Theophilus Parker, Michael Hearn, Spencer L. Hart, Henry T. Clark, Joab P. Pitt, Josiah Horne, Peter Evans, Redding Pittman, John F. Hughes, Benjamin Sharpe.

Pitt.—Alfred Moye, James Blowe, Thomas Jordan, William Clemmons, John C. Gorham, Dr. Robt. Williams, sen. John L. Foreman, Ashley Atkinson, Gould Hoyt, Redding Blount, James Perkins, Gen. William Clarke, John Joiner, Marshall Dickerson, Henry Toole, Howell Albritton, Archibald Parker, George Eason, James Clark, Churchhill Perkins.

Martin.—David Latham, James L. G. Baker, John Cloman, Simmons J. Baker, Joshua Robason, William Smithwick, J. D. Biggs, Henry Slade, James Shaw, Doct. Lancaster, Jesse Cooper, William Watts, James B. Slade, Joseph J. Williams, Samuel S. Shepherd, William R. Bennett, Thomas W. Watts, Jos. Robertson, Wm. M. Clark, D. W. Bagly.

Nash.—Willis W. Boddie, Joseph Arrington, George Boddie, jun. Henry Blount, Samuel W. W. Vick, James N. Mann, Joshua Watson, Martin R. Garrett, William Bryan, Jos. A. Drake, Bartholomew F. Moore, Robert C. G. Hilliard, John H. Drake, Stephen S. Sorsby, Redmon Bunn, William Burt, Austin Plummer, Samuel Brown, Turner Westray, Bird R. Tunnell.

A new route.—A correspondent of the North Carolina Journal proposes the construction of a rail road from the town of Fayetteville, through Raleigh, Louisburg and Warrenton, to Halifax. The road would thus commence and terminate within the limits of the State, at the point of the termination of steamboat navigation, on two of our most important rivers.—Raleigh Reg.

A notice appears in the last Oxford Examiner, signed by James Mebane, of Orange, James Somervell, of Warren, and William M. Sneed, of Granville, proposing to hold in the town of Hillsboro', on the second Monday of September next, a meeting of delegates from the several counties interested, to consult upon and devise means for extending the rail road from the Roanoke.—ib.

The Board of Commissioners, under the act of Congress to carry into effect the late Treaty with France, having disposed of the Memorials before them, have adjourned to meet again on the 3d Monday in October. Gen. Saunders has returned to this city.—ib.