

INTERNAL IMPROVEMENT.

[From the Raleigh Star.]

We invite special attention to the following communication. We rejoice to see that the superior location and the admirable advantages of Beaufort, are eliciting that just appreciation to which they are so eminently entitled. Our wish has long been (and experience has strengthened it) to see a Central Road constructed from Beaufort to the western part of the State, as the most effectual plan for concentrating the energy and wealth of North Carolina in building up a port inferior to none upon the Atlantic coast. Let us pause, and contemplate the wreck produced by the inactivity and selfishness of half a century—recollecting what we might have been, and what we are not. Stimulated by disaster, and profited by experience, let us then bury deep and forever our insignificant and sectional controversies. Let the wealth and patriotism of the entire State be given to this great work, and its accomplishment is certain. Need we say that the commerce of the State, thus placed upon an indestructible basis, will then flow out, diversify and re-invigorate every section of the State? This result is as certain as that causes produce effects.

We are gratified to say that our esteemed correspondent will continue his communications on this interesting subject. And we would further remark, that the State is under great obligations to the house of Messrs. Jno. Burgwin & Son, for demonstrating conclusively that she has one of the finest seaports in the United States.

For the Star.

PORT OF BEAUFORT, N. C.

Cleared, on Tuesday morning, 19th June, 1838, the ship Napoleon, Capt. E. W. Sherry, for Liverpool, with a cargo of Cotton and Terpentine—

1507 bales of cotton, valued at \$60,000

898 barrels of terpentine, 2,000

This ship is per register 538 tons.—

She went to sea in fine style, early this morning, with a light wind from the north—

She was over the bar, from her moorings, in about one hour. This ship when she went out drew 17 feet water—and, although the tide was at very full, there was 2 1/2 water on our bar. Will any gentleman after this, dare to get up in our Legislature, and with a sorrowful countenance, proclaim to his auditors, "that North Carolina has an iron bound coast, without one good harbor, fit for foreign commerce—and that we must look to our sister states Virginia and South Carolina, for an outlet for our produce?" We have now a demonstration, incontrovertible as any one of Euclid's—that North Carolina has a sea-port superior to any one south of Norfolk—and even more easy of ingress and egress than Norfolk. Examine the map of North Carolina, and you will perceive that the port of Beaufort is situated very nearly in the centre of our sea-coast. You will perceive also that by Core, Pamlico, Albemarle and Croatan Sounds, Beaufort is connected with all the interior ports, to the Virginia line. The United States will in a few days commence deepening Core Sound, so that such coasting vessels as now trade from Elizabeth City, Edenton, Plymouth, Washington and Newbern, can come to the port of Beaufort without the expense of lightering.—The route for a canal has been surveyed by the United States Engineers from the Northeast branch of Cape River.—It is a part of the inland communication intended to be made from the Chesapeake to Charleston. It is an undoubted fact that heavy articles, such as lumber & naval stores can be more advantageously conveyed on a canal than a rail road. Now, if the State of North Carolina will expend a small portion of the surplus revenue, in improving the Clubfoot and Harlow's creek canal, it would form a continuation of the United States canal above mentioned, and afford facilities for concentrating an immense amount of lumber and naval stores at the port of Beaufort. Individuals would cheerfully give their stock to the State. It would then be the sole property of the State, and would, without doubt, bring a considerable and annually increasing revenue into the Treasury.

This canal ought to be doubled in width—deepened to have six feet water—and have a tide lock of heavy stone, laid in hydraulic cement, put down at the mouth of Harlow's creek. A Central road should be commenced by the State, at the most eligible point, in the harbor of Beaufort; this should intersect with the Wilmington and Halifax rail road, by the nearest and best route—thence by the best route to Fayetteville to unite with the central rail road which is to be constructed from Fayetteville

to the Yadkin—thence one branch to unite with the Charleston and Cincinnati rail road, and another branch to run to Willsboro, in the north western part of the State. The Wilmington and Halifax company expect to run a branch to Raleigh—this will give a speedy and direct communication between the capital of the State and the port of Beaufort. The central rail road from Beaufort to Fayetteville can be constructed at as small expense as any rail road in the State; and ships of the largest class can bring the rail road iron into the port of Beaufort without lightening any of it outside of the bar.

The people on the line of the Central rail road have not the funds to subscribe a sufficient amount of stock to enable them to avail themselves of the twofifths offered by the State. This State should follow the brilliant example of Pennsylvania—and boldly contend for her share of the trade of the rich valley of the Mississippi. Pennsylvania has borrowed the enormous sum of twenty four millions, to construct her great lines of canals and rail roads—and the cotton, tobacco, and other produce of Kentucky, Tennessee and other Western States is now in great quantities, carried in steamboats to Pittsburg, and conveyed thence by the canals and rail roads, to Philadelphia, on better terms than it can be carried to New Orleans, and shipped to New York. If the Improvements in North Carolina, aforementioned, were made, would not her own Beaufort come in for a decent share of this Western produce? The shortest route from the great valley of the Mississippi to a good seaport on the Atlantic is to Beaufort. Have our farmers ever calculated what they would save in their pockets by having importations from the West Indies and Europe into the port of Beaufort? Let us take a brief view of the case:

A imports an article from Liverpool, costing there we will say one dollar, he sells it to B, a merchant in North Carolina for one dollar and fifty cents; B sells this article to farmer E for two dollars and twenty five cents. Now, has not farmer E sagacity enough to perceive that it would be greatly to his advantage to purchase this article of the importer at Beaufort for one dollar and fifty cents? I should be glad to know what amount of tax is paid by the good thoughtless people of North Carolina to the merchants of New York, Philadelphia, Baltimore and other towns out of this State, for their kindness in importing Dry-goods, Groceries, Crockery, and hardware for them? I believe it would amount to more than two millions of dollars. I should be glad to know what amount of tax is paid by the merchants of North Carolina to the commission merchants of New York and other cities, for their great kindness in shipping to Europe the cotton, naval stores, &c. which they ought to ship themselves from the port of Beaufort to Europe, and get the returns in goods which are needed for the consumption of the State. Here is probably another million lost to the people of North Carolina.

Now let us ask you, farmers, merchants, mechanics, and professional men! is it wonderful we have hard times in North Carolina, when we are paying a tax of about three millions of dollars to the people of other States to do the business for us which we ought to do ourselves? This blind and mistaken policy has driven, and is annually driving thousands of our most talented and enterprising men to the western states, and even to Texas. Mr. Editor, if you are a prophet, or the son of a prophet, do tell us when uncle Rip Van Winkle will wake up, and change his policy? If the old man don't wake up in a year or two, we are off for Texas, or some other place where there are fertile lands enterprising people and a good government.

I can prove to the satisfaction of any man who knows A from Z that this Central rail road can be built by the State, and not by tax, or otherwise cost the people one dollar; but by an institution which will confer great and lasting benefits, not only upon the people of this State, but the whole United States and Territories. In a few days I will redeem this pledge.

CLINTON.

Beaufort, June 19th, 1838.

THE CANADA FRONTIER.

The following important message of president Van Buren, in relation to the late outrages on the Canada frontier, was communicated to the house of representatives on the 20th ult.

To the house of representatives of the United States:

I transmit, in compliance with a reso-

lution of the House of Representatives of the 11th instant, reports from the Secretaries of State, Treasury, and War with the documents referred to by them respectively. It will be seen that the outrages committed on the Steam boat Sir Robert Peel, under the British flag within the waters of the United States, and on the steamboat Telegraph, under the American flag at Brockville, in Upper Canada, have not been followed by any demand, by either Government on the other for redress. These acts have been so far, treated on each side as criminal offences committed within the jurisdiction of tribunals competent to inquire into the facts, and to punish the persons concerned in them. Investigations have been made, some of the individuals implicated have been arrested, and prosecutions are in progress, the result of which cannot be doubted. The excited state of public feeling on the borders of Canada, on both sides of the line, has occasioned the most painful anxiety to this government. Every effort has been and will be made to prevent the success of the design apparently formed, and in the course of execution, by Canadians who have found a refuge within our territory, aided by a few reckless persons of our own country, to involve the nation in a war with a neighboring and friendly power. Such design cannot succeed while the two governments appreciate and confidently rely upon the good faith of each other in the performance of their respective duties. With a fixed determination to use all the means in my power to put a speedy and satisfactory termination to the border troubles, I have the most confident assurances of the cordial co-operation of the British authorities, at home and in the north American possessions, in the accomplishment of a purpose so sincerely and earnestly desired by the governments and people both of the United States and Great Britain.

M. VAN BUREN.

Washington, June 20, 1838.

[From the Cheraw Gazette.]

That the frequent steamboat explosions in this country are owing either to the deficiency in the boilers, or mismanagement by the engineers, or to both, is proved beyond doubt by the fact that such explosions hardly ever occur in Great Britain. The fact that hundreds upon hundreds of human lives are yearly sacrificed in this way, while no attempt is made by legislation to remedy the evil, speaks badly for our system of Government. The great body of our people have contracted so much aversion to the restraints, and the coercion of law, and such disposition to substitute the mere influence of public sentiment for legal enactments in the government of society, that the tendency to anarchy is constantly increasing, as is plainly evinced (to adduce no other instances) by the increased frequency of mob violence, and the impunity with which reckless men are allowed, for purposes of mere gain, to hazard and destroy the lives of so many persons.—For most of the laws to which we are now indebted for the present security of person and property we are indebted to our ancestors. As new emergencies arise in the progress of society—calling for new restraints, there is an alarming aversion to resort to them.

TEXAS.

This is destined to become a great country, and we always peruse the papers we receive from that quarter with peculiar interest. A file of the Houston Telegraph of the 26th May has been received; from which we gather the following items: Congress adjourned on the 24th. Mr. Bee has resigned the office of Secretary of War. An excellent theatre is about to be erected at Houston. Col. P. W. Grayson has consented, at the earnest request of a number of his fellow citizens, to become a candidate for the presidency. So there are two Richards in the field.—Gen. Lamar is the other, who has been nominated by several public meetings, and will probably be elected. We are gratified to perceive however, that none of that bitter party spirit which prevails in the United States is manifested by the friends of the respective candidates. Both are spoken of in flattering terms by their opponents. No charge is brought against either; they are treated with the utmost respect and courtesy; and mutual kindness and good feeling appear to prevail. The rashness of Col. R. Potter (Query—are you there Truepenny?)—will, we regret to learn, "probably plunge the country into all the horrors of a murderous Indian war." It appears that in April last, he lost some of his horses; and suspecting they had been stolen by the Caddo Indians, he raised a party of armed men, and arrested several Indians, who made their escape.

He pursued them into their village, and was about to carry off some of their women and children; when a party of armed Indians arrived, and a skirmish ensued in which three Indians and two whites were killed. The horses were found in the range near his settlement, on his return home, whether they had strayed! The Telegraph says: "The Indians are becoming very troublesome in the northern part of Houston county. Many of the settlers are forsaking their farms and removing down the Trinity. We trust the government will no longer withhold from them the protection they require."—Raleigh Star.

We are frequently asked if the Whigs in N. Carolina mean to go for the National Convention. We cannot speak for the whole party, but as far as we have learned, we should say they will not. So far as they are concerned, there is no earthly use for it. Mr. Clay is their candidate, and in spite of all the pledges that could be made for them by delegates they would vote for him: they could not be prevented from doing so. Therefore it would be unfair as well as unnecessary for the Whigs of North Carolina to send delegates to the proposed body. Another thing too stands in the way of our moving in this operation. It is that most of our party were so heartily disgusted at the Rucker Van Buren Convention of 1835 that they never can be caught in a measure in any degree similar to it. We shall probably manifest our sentiments through the county District meetings, which, with deference, we think is a much more efficient and satisfactory mode of getting on.—Salisbury Watchman.

[From the Western Carolinian.]

The Arkansas papers inform us, that the Creek Indians who have been lately removed West, are already beginning to manifest a hostile feeling; they say "as soon as the green corn is fit to pull, the white people must look out."

It behooves the Government to make timely preparations, and take efficient steps for the protection of the Frontier. These Indians have all been forced to emigrate, many of them urged to desperation and resistance by injustice, hunted down like wild beasts, and carried in chains from their paternal inheritances on this side of the Mississippi, have borne away a bitter, and undying hatred for the whole race of the white man; and if they should be able to unite amongst themselves, and induce the wild tribe around them into an alliance, we may chance to have a war upon our hands that will cost a little more, both of blood and treasure, than the unfortunate and disgraceful Florida affair, in which the Government has already expended nearly \$20,000,000, in attempting to subdue the miserable remnant of a single nation, and it is yet unconquered.

RETRENCHMENT AND REFORM.

It may perhaps excite the surprise of some of the "Democrats" to learn the manner in which the public money is squandered by this Retrenching and Reforming Administration. We therefore select the following items:

For a jet d'eau (ornamental water spout),	\$4000
For papering the "East Room,"	390
For painting the Hall and passage at the President's house,	1000
Six chairs for a room of the capital for the Vice President, at \$30 a piece	180
Two sofas for the same room,	200
Two marble slabs,	200
Besides two splendid mahogany book-cases splendid curtains, chandelier, looking glass, carpet, &c. (probably \$400.)	
For the "American Turf Register" for the Secretary of State per year,	30
Three portraits of Mr. Van Buren at \$6 each,	18
Ice for the Treasury department,	104
For the newspapers for the various offices per year,	747

These are small items—but many a mickle makes a muckle; and they show besides, the character of the public expenditures.—(R. Register.)

BRIMSTONE FOR CATTLE.

It is probably not known to many of our farmers, that brimstone is valuable for cattle, in keeping them from ticks.—These vermin are not only filthy in their appearance, but an injury to cattle. A piece of brimstone as large as a grain of corn, well pulverized, given in salt, will cause them to drop off, and prevent others from getting on for eight or ten days. I consider brimstone as necessary for a cow in summer as salt. Ohio Farmer.

WILMINGTON & R. RAIL ROAD.

The Wilmington and Raleigh railroad is now open to the depot at Mrs. Teach's, 42 miles north of this, and the cars run regularly hence to that point. Within three weeks ten miles more will be thrown open to travellers, up to the Elizabeth road. The distance remaining to be completed, and now in a rapid state of progress is 111 1/2 miles. The bridge across Neuse river is ready for laying down the irons, and every hour is diminishing the distance to be travelled over by stages. The whole road from this to Tar river, (130 miles—and 17 south of Enfield.) has been placed under contract; and some time in August passengers will be carried from Enfield to Halifax in cars. The company's new boat 'The Governor Dudley,' was launched in New York some time since, and may be expected in our waters by the middle of July. We presume the 'Governor Dudley' will be immediately placed upon the line to run in conjunction with the 'North Carolina,' and the number of trips per week, between this port and Charleston, will be thereby increased.

Wilmington Advertiser.

Attachment of a slave to his Master.—After the boiler of the Pulaski exploded, and when nearly all on board of the shattered wreck were engrossed mentally or actively in preparing the means of escape from the threatening danger, one of the passengers observed a negro man busily employed in collecting cordage and other materials for constructing a raft. On being questioned by Lieut. Thornton, respecting his intentions, the faithful negro replied,—"I am determined to save my master, if it be possible, and this seems to be the only hope." We regret that we do not know the name of this self-denying and devoted dependant.—Newbern Spectator

The President of the U. S. it is said, intends this summer to visit the White Sulphur Springs and other watering places of good repute in the Alleghanies.

In Alabama, there is an act of the legislature, making it a qualification for admittance to the bar, to take an oath against duelling. This law has been declared by the Supreme court of that State, unconstitutional; Judge Collier, dissenting from the opinion of the majority.

We perceive through a paragraph in the Richmond Enquirer, that a Van Buren correspondent of that paper has suggested the possible necessity of starting some other party candidate for the Presidency, in lieu of Mr. Van Buren himself. Such a course will present a curious problem for the party metaphysicians, the solution of which will determine whether the party abandons Mr. Van Buren because he is not strong enough to sustain his principles, or because his principles are not strong enough to sustain him. The suggestion of such an alternative, however, is a insignificant one, and reminds us of a shrewd saying of our late esteemed and sincerely lamented friend David Crockett, (who uttered more original common sense remarks than almost any other man we ever knew,) that the people of Tennessee had quit Gen. Jackson because he had ceased to be a Jackson man.—Nat. Int.

The two splendid Giraffes or Camelopardals, arrived here some days since, and are now safely landed at Nos. 507, 509 & 511 Broadway, where they will be ready for public exhibition on Friday or Saturday of this week.—N. York Paper.