

exports and imports might be carried at a proportionably low rate. They might thus be relieved from the enormous tax with which, according to the present mode of carriage, they are burthened. On this part of the subject, it is pertinent to remark, that our Internal Improvement Convention had information before them, on which they could implicitly rely, that the Stock of the Petersburg Railway was profitable, and that of its daily or weekly profits, the larger share was received from the transport of passengers. The importance of this fact to our inquiry cannot be overrated; for we have the power to extend this Rail Road through a country as rich as that between Petersburg and the Roanoke, and to continue it along the same travelling route to the South, from whence the Petersburg Railway has received its principal travelling patronage. That the Petersburg Railway receives from the carriage of passengers profits larger in amount, and at a higher rate, than from produce, is not an anomalous fact, and confined to that road, but it is in coincidence with the experience on other similar works. Such was the result, contrary to expectation, on the great Railway between Manchester and Liverpool, as it is also on that between Philadelphia and New York. In laying down Railways with us, this law of their profits should not be lost sight of. The routes should always be chosen with a view to the transit of passengers, that, from their excessive profits being made, as light a toll as possible may be taken for the carriage of produce and merchandise. For it is our great desideratum, in the pursuit of wealth, that our agricultural products should not only be relieved from the enchantment of their value to us, by reasons of the greater cost of their transportation, but that, as to some of them, our scantiness of crop from an unfavorable soil and climate should be counteracted by a cheaper and quick carriage to market.

The plan devised by the General Convention does not admit in our view of any improvement in its outline. Its details might be changed so as to obviate objections that have been made to them. According to this plan two routes of transport from North to South, are proposed, the first partly by Canals and partly by Rail way across the Eastern part of the State, and the other passing through the centre of the State. These lines are to be intersected by a Rail way, from the head of the western waters, in this State, to tide water. The calculations for the cost of these improvements made under the sanction of the Convention are doubtless correct and can be shown to be so if any are hardy enough to impeach them. The sums to be raised for the purpose were also shown by the Convention to be entirely within our means, say, to be a very light undertaking for the State.

It only remains on this part of the subject to say, that the experiment may be made at very inconsiderable risk. Let a Rail-way be extended to Fayetteville, or to our Southern Boundary from the head of the Petersburg Rail way, and let it also be connected with the Norfolk Rail way, so as to embrace the transportation of the U. S. mail and all the travelling on the centre routes of Post Coaches and such part of that on the routes east and west of the centre as will be invited to it from its superior accommodations, safety and speed. Let it also be understood, if this road succeed, that a general plan of inland transport is to be gradually but speedily adopted, equal to the wants of the whole State so as to allay local jealousies. A Rail way in connection with those from Petersburg and Norfolk will without doubt, not only repay itself, but will afford a large surplus to be expended on other improvements. When these Roads from Petersburg and Norfolk, to the Roanoke, are extended to Fayetteville, from the success or failure of the experiment, every man will be able to see and judge in what degree the State is capable of a system of improved transport. If this first attempt be successful, the general plan may be gradually executed in the same cautious method, by successively completing such portions of the general plan or of the particular works, as promise to be most profitable. Nor do we whose interests are in common with yours, wish to make any public work that will not pay for itself with interest. It is in our opinion, no bad test of the utility of a work that its tolls will replace the expenditure made on it, with interest. It is certainly advisable that the tolls should never be raised much beyond what is necessary for this purpose as they will be (if too high) an inconvenient and probably a very unequal tax on the industry of the Citizen. If any work be a useful one, besides the profits from the tolls, there will be according to all experience a great increase of the wealth of the State, by the enhanced value that will be given to all real property in and near the route of the Road or Canal.

It is not easy, if we had space for it, to anticipate what would be the result of such a plan of Internal Improvements as has been proposed by the Convention, executed according to our suggestions. Not only would our Cotton be relieved from the cost added to its production, by the present inconvenient and expensive mode of transport, but we should be enabled to divert the labor of the middle and western counties, to the culture of bread stuffs, for which none of our competitors in any of the States have a more favorable climate; and if our soil should be improved by a judicious husbandry, we have

nothing to fear on this branch of our industry from any competition. A great many articles, the culture of which does not enter into our rural economy, would be found to yield great profit, when they could be sent in a short time and by a cheap conveyance to market. Nor is this all, it seems to us that one of the greatest of the improvements to be expected from the application of steam to the drawing of great weights upon a railway is, that it will alter the location of large towns and cities. Hitherto they have grown up upon the sea coast, or on large rivers, where the heavy articles necessary for building houses and for fuel and provisions for their dense population, might be brought by water carriage: as might also the bulky raw materials, on which the industry of their artisans might find employment, and from whence by the same means, the product of their labor could be easily sent to their customers. Now when from 50 to 200 tons can be drawn on a Rail way, at the rate of 10 or 15 miles in an hour, by this new application of steam power, the location of cities will not depend altogether on the proximity of the sea or a river, and assuredly large inland towns may and will spring up in rich agricultural districts remote from the ocean and the great rivers. In fact, in England, the large manufacturing towns of Manchester, Leeds, Bolton, Birmingham, Sheffield and Preston are inland, and they are supplied with all things necessary for building, for fuel, for provisions and for the processes in the arts and with a vent for their fabrics of the loom and anvil by artificial Canals and latterly by rail-roads. This seems to us to meet one of our great wants. If considerable towns can be built up in the interior of our State on the routes of Canals and Railways, the effect on our wealth will equal any sober calculation.

But desirable as these results to our wealth may be, they are very light in comparison of what the improvement of our transport is designed to have and must have on our social and political condition. Wealth is principally desirable, not for itself, but for what may be effected by it, and the history of our race will show, that without exception, no people have ever been distinguished for refinement—for eminence in the arts—for knowledge and science and for a pure state of morals, without a considerable portion of wealth. An indigent people are always barbarous and savage; they may excel in the destructive art of war, but they are not capable of adding any thing to the enjoyments of peace. We desire therefore, wealth for our fellow-citizens that they may be an intellectual and moral people, abounding in all the necessities and luxuries of life, and adding their share to the arts that improve and adorn it. It is obvious that this will be the effect of increased wealth by allowing classes of men among us to devote themselves exclusively to the fine arts, to literature and science, and by the endowment of schools and colleges for the promotion of sound learning. And what is of essential necessity to the existence and perfection of our free institutions, we shall be able, by a system of general instruction at the public expense, to have the children of the poorer classes, which must continue to exist in every community, properly educated; not according to the misbegotten scheme of common schools in the mere elements of learning only, but with these they can be well informed on the subject of their civil and political rights and duties, and what is to them and to their fellow-citizens of paramount importance, they can be thoroughly taught in the useful arts and in domestic economy, whereby they can enter on life with such knowledge, skill and habits as will put within their power comfort and independence and usefulness and respectability.

Nor is it to be overlooked, in the recommendation of a plan of improvement for the rapid transit of persons, that it will, of itself, have a mighty influence in producing an interchange, among men. Our towns and wealthy communities and our remote and poorer districts will be, as it were, brought nearer together, by the increased ease and quickness with which distance may be traversed. An exchange of ideas will thus be brought about, by which knowledge will be imparted, and errors and prejudices removed, and this secondary effect of improved ways will be of greater consequence than its immediate or primary one, as intellectual is preferable to material riches. It has been well said, somewhere, that the application of steam to land and water carriage, has realized the Poet's conception of annihilating time and space.

There is a peculiar political advantage which Internal Improvement holds forth to the People of North Carolina. At present their only bond of union is that of a common country and common laws; they have, as it has been elsewhere remarked, no business in common, and no knowledge of each other. One portion of the State has all its trade with Tennessee, another with Georgia, a third with South Carolina, and a fourth with Virginia. The projects for improvement, recommended to you by the Convention, if carried into effect, will link us together by interest and affection, as well as by law.

And now to bring to a conclusion an Address which a desire to advance your welfare has drawn out to a length far beyond what was intended, permit us to say with frankness, but in the most kindly spirit, that the depression of our industry, and our want of political influence, our misfortunes,

as we may well call them, have received their keenest edge from the consideration that they are in part the necessary, the bitter consequences, of a supine and narrow legislation. As a people, we have literally taken no thoughts for ourselves, what we should eat or what we should put on. We have left the State to grow like the lily of the field and verily it is not arrayed like Solomon in all his glory. Let us fellow countrymen, change this wretched policy which has bound us down to poverty, or sent us exiles from our native land, to seek in the wilds of the West that provision for our own wants, and establishment for our children which was denied to our industry at home. The power to redress your grievances lies entirely with yourselves. Assemble in your respective counties and demand of your Representatives, to whom you commit the fate of yourselves and children, that they will adopt some scheme of improvement commensurate with the wants of the State, and that they will begin some public work of such magnitude, that on its completion we may know from an actual experiment whether the State can be improved. If such pledge be taken generally in the counties, we shall at last have some legislative action on Internal Improvements, and it seems pretty certain from the proceedings of the last Assembly, that we shall not till then.

Your destinies under Providence are in your own hands, and now you are at a most important crisis; throughout the civilized world, and in our own Union particularly, the wealth and talent of every community are turned towards the full development of their physical and moral resources and if you stand back from the glorious contest, the loss and the shame will be on you and your children. But we hope better things of you; every where among us, the minds of all who love their country, are turned with eager expectation to a general and united effort towards the improvement of the State, and we will not anticipate their disappointment. We will hope from your public spirit, that our legislation at your command shall be changed, and that the State will shake off her lethargy and rise to that wealth and political power which her territory and population place within her reach.

- Central Committee.*
- DUNCAN CAMERON, *Chairman.*
 - GEORGE E. BADGER.
 - DANIEL L. BARRINGER.
 - WILLIAM BOYLAN.
 - WILLIAM H. HAYWOOD, Jr.
 - CHARLES L. HINTON.
 - GAVIN HOGG.
 - JAMES IREDELL.
 - ALFRED JONES.
 - HENRY SEAWELL.

Cotton Factory.—On the Editor's return from a recent trip to the Western part of the State, he spent several days in the flourishing village of Greensboro', in this State. While there, he visited the Cotton factory of Henry Humphreys, Esq. which has been recently erected.—It has been in operation but two or three weeks, and as yet not more than one half of the spindles are employed. It is propelled by steam, and the machinery, so far as the Editor is capable of judging, is of the best kind, manufactured principally at Patterson, New Jersey. As yet the machinery for spinning cotton is only in operation; in a short time that for weaving will be added. The hands employed, consisting principally of white and coloured girls, are, with the exception of two workmen from the north, unskilled in their new employment, yet the thread manufactured is fine, even, and quite strong, superior we think to that generally brought from the north by our merchants. Mr. Humphreys deserves great credit for his liberality and enterprize in setting so good an example before other individuals or companies of individuals, having capital in different parts of the State.

We doubt not but that this investment of his funds, will in the end, prove to be highly beneficial and profitable. Cannot some of the wealthy and enterprising citizens of this section of country, do something in the same way for their own and the public's good. We hope that ere long they will.—*Milton Spectator.*

Singular Affair.—The annals of matrimony seldom furnish a more romantic incident than has recently taken place in this city. A respectable mechanic was married about six months since to the lady of his choice; and as they were of corresponding age, tastes and dispositions, the match was pronounced a good one by their friends and acquaintances. Every thing went on harmoniously and happily, until one day within the last four weeks, when the wife appeared before her husband dressed apparently for a walk. She stated in a few words that she was then to leave him, and forever, and she could give no reason for her conduct, other than that she disliked the married life—she had always been treated kindly and affectionately; but that her determination was made, and nothing could swerve her from it. She then retired to the residence of her mother, and has since resisted all persuasion to induce her to change her purpose. We think it would puzzle the wisest heads to account for this singular freak; especially when it is considered that every thing present and in prospect would naturally tend to strengthen the conjugal relationship.—*Bost. Trav.*

In answer to an inquiry by Mr. Williams of N. C. in the House of Representatives on Thursday, Mr. Polk stated that there were 30,000 applications for pensions now before the Pension Office, and not yet decided upon.

Senate of the United States.—The following brief sketch of the individuals who at present compose the Senate of the United States is by the Washington correspondent of the Portland Advertiser, and we think will not prove unacceptable to our readers:

Leigh (pronounced Lee) is a lawyer of great eminence in Virginia, reputed to be one of the strong men of the Old Dominion never before in the National councils, but known as the writer of the celebrated essays under the signature of "Algernon Sidney." Leigh has often been spoken of in Virginia as a candidate for the Presidency. Clay, every body knows, and has been heard of these twenty five years past. He sits in the Senate with one finger on his nose, listening to the speaker, or goes about cracking jokes, or begging pinches of snuff from his neighbors Southard and Prentiss. Ewing is a lawyer in Ohio, of high reputation as an acute reasoner—a self made man, who has arisen from obscurity solely by his own exertions. Smith is a lawyer from Connecticut, a gentleman of the old school, with a powdered head, breeches and white topped boots the only link "the grave and reverend Senators" now have on antiquity. Tomlinson is a lawyer from Connecticut. Wilkins is from Pittsburg, and was formerly the United States (District) Judge in Pennsylvania. Wright is from N. York, formerly the Comptroller of the Treasury of that State, and now probably more in the confidence of the administration than any other man in Congress. Hill was former editor of the New Hampshire Patriot. Swift is a lawyer in Vermont. Black was taken from the bench in Mississippi, and sent to the Senate. McKean was Secretary of State in Pennsylvania, an office probably more lucrative and important than the like office in any other State. Talmadge is a lawyer in New York. Morris is a lawyer in Ohio. Mangum is a lawyer in North Carolina. Grundy is a lawyer in Nashville, Tennessee, and has been in Congress many years. The firm of John Holmes, Felix Grundy and the D—l, is well known. Tyler is a lawyer in Virginia, formerly Governor of that State.

Kane is a lawyer in Illinois. Benton is a lawyer in St. Louis, Missouri. Shepley is a lawyer in Maine. Linn is a physician in Missouri. Porter is an Irishman by birth—came to this country—opened a law office in the Attacapas county, Louisiana, and was taken from that Bar to the Supreme Bench in Lou. and sent from thence to the Senate. Southard is a lawyer of eminence in New Jersey, and is well known as Secretary of the Navy under Mr. Adams.—Webster as a lawyer and a Senator divides his time in Washington between the Supreme Court and the Senate Chamber, and works hard in both. Ask him, he will say, intellectual eminence is not to be won in this country, without hard labor. Prentiss is a lawyer, formerly a Judge in Vermont. Frelinghuysen is an eminent lawyer in New Jersey, well known for his efforts in behalf of Temperance and African Colonization. Naudain is a distinguished physician in Wilmington, Delaware. Knight was a farmer in Rhode Island. Chambers is a lawyer of reputation on the eastern shore of Maryland. Robinson is a lawyer in Illinois. Moore is a planter in Alabama, formerly Governor of that State. Brown was a lawyer, but is now a planter in North Carolina. Forsyth is or was a lawyer in Augusta, Geo., but practices little or none now. Wagoner is from Louisiana, a lawyer I believe originally—lives in New Orleans—and owns a plantation. He was formerly from Maryland. King of Alabama is not an old man, nor the oldest member in the Senate—but yet the oldest of the Senate. He was Secretary of Legation to the Court of St. James under Mr. Pinckney. He was a lawyer and lives somewhere on the river of Alabama. Calhoun has studied law but has never practised. He is now a planter, in Pendleton District, the north west corner of South Carolina—a man near, or from among the mountains. Preston is from Columbia, S. Carolina—a lawyer I believe—a most accomplished speaker—the Garrick of the Senate. Sprague is well known as a lawyer in Maine. Bell was formerly Governor of New Hampshire. He was a lawyer. Clayton is the most eminent lawyer in Delaware. Hendricks was formerly Governor of Indiana—a Printer I believe originally, but afterwards a lawyer.—Tipton was formerly an Indian Agent in Indiana. Robbins was a lawyer in Rhode Island. Poindexter was a lawyer in Mississippi, formerly Governor of the State. Gilabee is a merchant in Salem. King of Georgia was a Judge in that State.

Bibb was a Judge and a lawyer in Kentucky. Kent was Governor of Maryland. He is a physician by profession and a planter by practice. Thus you will see, what were the starting points of eminence with all these Senators, and through what grades of honor they have run. It is a body of intellect, eloquence, and political resources, probably unsurpassed by any political assembly in the world. There are men in it, who would have filled the world with their names, and who would have glittered like stars on the Historian's page, if they had lived in the illustrious days of Greece and Rome. History would then have embalmed their acts, and Poetry would have embellished their fame. Looking through the mist of antiquity, they would have bloomed forth upon us as the Demosthenes and Ciceros of other centuries. This is strong praise I

know, but I have not been an incautious reader of classic oratory, and what history has told us that the orators of antiquity have done, I have seen in the American Senate."

Pistol and Cartridge Box for Major Jack Downing.—Some wag at Lexington has manufactured a sheet iron pistol of "colossal" dimension for Maj. Downing. The pistol is on a heavy oak stock, some two feet in length, with a large iron gun lock, and half a horse-shoe for a trigger. It is tin mounted, and is one of the curtest specimens of yankee ingenuity and wit we have lately seen manufactured. The cartridge box is furnished with canepole cartridges, and ornamented with a huge brass eagle. The articles are at the public house of Col. Richardson, and furnish much sport for the stage passengers. The Col. has been offered \$20 for the equipment, to send to Washington.—*Boston Republican.*

MORRISON'S & MCKEE.
ARE just receiving from New-York and Philadelphia, a general assortment of the latest styles of

Spring and Summer GOODS,

which has been selected with great care and attention and bought unusually low. Their stock is almost entirely new, consisting of

Cloths, Silk Camlets, Princettas, Drillings,

and a great variety of Men's summer wear,

Fancy and Domestic

DRY GOODS,

HATS,

Shoes, Boots,

COMBS, SADDLES,

Books and Paper,

Hardware, Queensware,

GROCERIES, &c. &c.

They are determined to sell very low, and would invite their friends and the public to call, examine and hear their prices—they feel assured that all who do can be suited.

May 1, 1834. 57f

IMPORTANT SALE

I WILL positively sell on Monday the 2nd inst. at the Court-House in Charlotte, to the highest bidder, the HOUSE and LOT in which Col. John Stow now lives. Also, his interest in the

Lemond's Mine

(as it is called.) Also,

26 Acres of Land

lying in the town of Charlotte, on the west side, adjoining the possessions of Major Long. Also, some Household Furniture.

Terms made known on the day of sale.

N. W. ALEXANDER, Trustee OF JOHN SLOAN.

March 25, 1834.

Postponement.

The above sale is postponed until the Wednesday of the next County Court, the 29th inst.

N. W. ALEXANDER, Trustee.

May 16, 1834. 2w

TO THE PUBLIC.

DOCT. J. M. HAPPOLDT

HAS established an EYE INFIRMARY and a SURGICAL WARD at his residence, for the accommodation of all persons who may commit themselves to his care. Believing that Establishment of this kind has long since been called for, from the nature of Surgical Operations, the subsequent attention requisite in order to render them successful, and the appeals to mitigate the pangs of suffering humanity; and aware of the impracticability of imparting that necessary aid, (and in most cases daily attention) imperiously demanded by those who are the subjects of surgical diseases or accidental injury, where the patients are not immediately under the eye of the Surgeon, he has been at no little expense in making preparations for the reception of those who may commit their cases to his direction. It is needless to dwell on the importance of an Establishment of this kind to the subjects of Surgery and the advantages which such may derive from it. Suffice it to say, that the daily attention of the practitioner is not only necessary, but of incalculable benefit to the patient as regards his ease and comfort, as well as the final result of the operation or case under treatment. Daily experience proves the lamentable fact that many suffer for the want of that attention which their situation demands, but which is denied them, by the disadvantageous circumstances under which a country Practitioner labours and which (unavoidably, however disagreeable) prevent him from imparting. This aid, so loudly called for, can be expected only from an Institution, where it is the province of a practitioner to give daily attendance. From the consideration that a located Surgical Department would be desirable, Dr. Hapoldt is induced to offer his services to the public and solicits such cases as may require close or daily treatment (wherever practicable) to be brought to his establishment, where every attention will be rendered that will in anywise tend to the comfort or benefit of the patient. His FEES will be reasonable, and not less than for the same services rendered at the dwelling of the patient.

From the advantages of Surgical Information derived from a course of studies at the Medical College of South Carolina and at the University of Pennsylvania, together with the experience of twelve years' practice, and the general success hitherto attendant on his operations, he hopes to merit a liberal patronage.

The counsel and assistance of a professional gentleman, of high and respectable qualifications, will be obtained in cases which may require them, without any additional charge.

Dr. H. may be found at his Establishment, 2 miles below Charlotte, on the Providence road, where he may be consulted. While he proposes to devote much of his time to Surgery, the other branches of his profession shall receive due attention.

Providence Settlement, Mecklenburg Co., N. C. May 14, 1834.

N. B. One or two Students, of good attainments and moral character, will be received, who can enjoy the advantages of dissection, with operation on the dead subject and post mortem examination and a well selected Library.

Warranted Deals for sale at this Office.