

The merchant vessels and regular packets which sail between New-York and Liverpool, or any other port in Europe, are many of them between 250 and 300 tons in burden. Vessels of 250 or 300 tons are well fitted for carrying on trade to any port on the other side of the Atlantic, or the West Indies, or South America. If we look at our map of the seacoast at Beaufort, and connect with its directions the circumstance that a vessel south of Cape Lookout comes at once from an open sea into harbour, without long and winding channels to consult, we shall find that few harbours along the whole extent of our coast are better for entrance. Any wind between the south east and south west points carries a vessel directly into Beaufort. A wind between the north east and north west, sends one immediately out to sea, an object always desirable to mariners next to going into port. These are circumstances which constitute the very best privileges of a good harbour, for such vessels as its depth of water is fitted to receive. Nor ought we wholly to forget, that though in time of peace it adds to the value of a harbor to have a deep and easy entrance; when war occurs the seaport town within, if it be not strongly and expensively fortified, invites upon it all the power and fury of the enemy.

Beaufort has all the advantages of immediately fronting on the sea. In consequence of this its healthiness is unquestionable, and this accords with its past history and the constant experience of its inhabitants. It is better situated on this account than Norfolk, and as it cannot be surpassed in this respect by Charleston or any place to the south, its latitude must give it greatly the superiority in a comparison with any port in that direction. Let the expense of transportation from the whole back country, be reduced by means of a Railway to little or nothing and as a commercial city it must advance with instant and rapid progress to prosperity and a numerous population. Many of us perhaps are but little aware of the effects of trade when its facilities are once created. At the site of the present town of Rochester on the western Canal of New York, there were in 1813 three houses only. That place is now swelled to the dimensions of ten thousand inhabitants.

It is precisely 270 miles west of Albany, and from the latter place to New York is a hundred and forty-five miles more; yet it is in this city that Rochester and the country around it, through the distance of 415 miles, find a market for their grain, and the productions of their industry. It is from the same town of Rochester and still more distant places that flour is brought to this very Newbern of ours, and sold at five and a half and six dollars a barrel. And can it, must it, will it be that we the inhabitants of North-Carolina shall think the payment of one dollar and eighty-five cents from each taxable poll in five years, by annual instalment of 37 cents a year, is too great a sum when this is all that is necessary for effecting so great a change, for making this our "solitary wilderness blossom as the rose!" Surely such cannot be our feelings. We shall not consent to continue under such depressing disadvantages, if we really disengage ourselves from their fatal effects with so much ease and certainty.

Does it not appear then, that this is the place on which North Carolina may with the soundest policy, and the most comprehensive wisdom, direct her eye as of fering most indubitable and animating prospects of national relief? If we are convinced that at this place is a valuable harbour for her commerce on the ocean, it may become no less a haven of refuge from that sea of uncertainty and despondency, on which she has been tossed. May we not indulge the pleasing thought, without the charge of extravagance, that in her town of Beaufort she does possess a gem, which as it shall be her diligence and care to have it polished and enshined, will shine with increasing lustre upon the brow of her beauty.

It is an easy matter by widening the Harlow Canal a few feet, and deepening it two or three, to throw it open to the free passage of steam boats, and then the whole commerce of the Albemarle and Pamlico waters, would by the easiest, promptest, and safest navigation possible, be concentrated at Beaufort. If it be apprehended by any, that the waters of these sounds are too dangerous for the steamboat, though it can scarcely be that any will think so, let it be remembered that the Chesapeake presents fully as great exposure, and yet this is continually traversed by boats of this description. Not less difficult is a passage up and down the Mississippi, yet this may be said to swim with them. Nor let it be imagined that steamboats may not pass along a Canal. Into common Canals they must not be admitted, on account of the contracted limits of such Canals for boats drawn by one or two horses. But there are Canals upon which steamboats work continually, and it is unnecessary to refer to any other than the Caledonian Canal through which such boats run regularly.

* See "Reports of Public Improvement" for 1820, p. 11, 14. Also for 1821, p. iv. and vi.

making a circuitous route, partly by sea and partly by the Canal, between Edinburgh and Glasgow. The two feet by which the Harlow creek is higher than the latter, make it now necessary to have a lock to prevent too strong a current. In a Canal for a steamboat, such a current would be of little or no consequence, and the lock unnecessary. Were as much more excavation done as to open a steamboat passage to Beaufort, it is probably an end would be put forever to all lightering at the Swashes. A steamboat could then pass from Edenton to Beaufort in twenty-four hours, and from Newbern to Beaufort in four. It is suggested to all the commercial towns upon the Albemarle and Pamlico waters, whether it would not be well for them to unite among themselves without delay, thus to annihilate their distance from Beaufort. An enterprising population so extensive as this, could soon burst away the barrier to steamboats at Harlow Canal, and a year's enjoyment of the commercial opportunities thus secured, would probably return into their bosom ample remuneration for any instant sacrifice necessary to accomplish it. Were this done, of what use would it be to expend the eighty thousand dollars reported by Mr. Fulton to be requisite for clearing out the Old Swash, or the thirty thousand for Teache's channel?

After the exposition now given, the reader will probably be conspicuous for directing our choice upon Newbern as the commencing point of a Railway intended for the accommodation of the people to the western extremities of the state. On the arrival of the wagons at that place, their loads may be discharged for storage, or sale, or for transmission afterwards to Beaufort down the river by the Harlow Canal, at the discretion of the owner. It were easy even to provide for placing the wagons with their loading on board of the boat, to avoid any detention or expense of storage short of Beaufort, should this be an object with the proprietor of the goods.

After the views which have been presented, let us pause and reflect upon the vast interests they involve. That the people of North Carolina are laboring under a privation of opportunities for market, and that this is keeping them depressed and embarrassed, is a self-evident truth. Is there no remedy for this evil? We have a good entrance from the sea for ships of 300 tons. Beaufort has always been neglected as a seaport, because there were no means of getting at it from the interior parts of the country, either by land or water, without a cost upon transportation forbidding all possibility of profit. Farmers therefore have been compelled to submit to the pitiful prices and the slow and uncertain payments of their own neighborhoods, except when necessity drove them though all obstructions to some distant market for indispensable articles and a little cash. It is proved by actual experience now daily going on, that were a Railway prepared from Newbern to the mountains through the middle of the state, a barrel of flour could be conveyed upon it 250 miles for less than thirty cents. In stating these numbers the writer speaks willy-nilly. He is fully assured that this small price does not exceed that which will be realized upon trial, can be proved by facts in other places, and can be even shown satisfactory to every one who will examine for himself such a statement as will be made in our next number. A toll being supposed of 20 cents a barrel for the same distance and it could not be more than 10, probably not 5, the barrel of flour which would sell for five dollars, 250 miles from Beaufort, could be sold with equal profit for five dollars and a half at the seaport, and for less than five and a half, at any place short of it. The same thing is equally demonstrable of cotton, iron, flaxseed or any other article. Such a Railway can be made, provided every citizen will agree that each taxable poll shall pay 37 cents a year for the purpose. Every man will admit that no sooner would such a Railway be prepared for action, than merchants and capitalists would flock to Beaufort or Newbern to seize the profits of their business upon our cotton, flour, iron, tar, pitch, & turpentine staves, spars, bacon, lard, butter, tobacco, and upon the return trade wholesale or retail in salt, sugar, tea, coffee, fish and all sorts of dry goods for farmers and merchants through the country. That which was a maxim among the Jews of old, and which is applied in the scriptures, will hold here also. "Where-soever the carcass is, there will the eagles be gathered together." Wherever planters, manufacturers, and merchants can meet upon terms favorable to their mutual interests, there each will find the other prepared and eager for commercial transactions.

The way then is clearly open before us. No sooner shall we resolve on the means, than we shall begin to see the and hastening into execution. The consequences to result in changing the face of our country, and in meliorating the condition of the people, are absolutely incalculable, while they are absolutely sure. Such causes have operated heretofore to the relief and prosperity of others, and whenever they are renewed, they will with all the certainty of the immutable laws of nature, operate again. The work of a single year, after the commencement of such a Railway at Newbern, will, by the practical and convincing evidence of its immediate utility, dissipate all our doubts and apprehensions, and we shall go on happily and with an irresistible ardor to its completion.

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* See "Reports of Public Improvement" for 1820, p. 2.
† See "Reports of Public Improvement" for the year 1820, p. 25. The "Old Swash," and "Teache's Channel" are two sandy shoals of 7 or 8 feet in depth, over one or the other of which vessels must pass, that would go out to sea or come in, through Ocracoke Inlet.

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CARLTON.

THE NEXT CONGRESS.

We this day lay before our readers a list of the members of the Twentieth Congress, complete, with the exception of such as have yet to be chosen to fill the vacancies caused by the resignations of Mr. Forsyth of Georgia, and Mr. Evans of New-York, and by the deaths of Mr. Wilson of Ohio, and Dr. Young of Kentucky.

Twentieth Congress.

FIRST SESSION. LIST OF MEMBERS Of the Senate and House of Representatives of the United States.

- SENATE.
Main.—John Chandler, *Albion K. Parris.
New Hampshire.—Samuel Bell, Levi Woodbury.
Massachusetts.—Nathaniel Silsbee, *Daniel Webster.
Connecticut.—*Samuel A. Foot, Calvin Willey.
Rhode-Island.—Neh. R. Knight, Asher Robbins.
Vermont.—Dudley Chase, Horatio Seymour.
New-York.—Martin Van Buren, Nathan Sanford.
New Jersey.—Mahlon Dickerson, Ephraim Bateman.
Pennsylvania.—*William Marks, *Isaac D. Barnard.
Delaware.—*Louis M'Lane, Henry M. Ridgely.
Maryland.—*Samuel Smith, Ezekiel Chambers.
Virginia.—L. W. Tazewell, *John Tyler.
North Carolina.—John Branch, Nathaniel Macon.
South Carolina.—William Smith, Robert V. Hayne.
Georgia.—J. M'Pherson Berrien, Thos. W. Cobb.
Kentucky.—*Richard M. Johnson, John Rowan.
Tennessee.—John H. Eaton, Hugh L. White.
Ohio.—Wm. H. Harrison, Benjamin Ruggles.
Louisiana.—Dominique Bouigny, Josiah S. Johnson.
Indiana.—William Hendricks, Jas. Noble.
Mississippi.—Thos. H. Williams, Powhatan Ellis.
Illinois.—Elias K. Kane, Jesse B. Thomas.
Alabama.—Henry Chambers, William R. King.
Missouri.—David Barton, Thomas H. Benton.
HOUSE OF REPRESENTATIVES.
Maine.—John Anderson, *James W. Ripley, *Samuel Britman, Peleg Sprague, Rufus M'Intire, *Joseph F. Wingate, Jeremiah O'Brien.
New Hampshire.—*David Barker, jr. Joseph Healey, Ichabod Bartlett, Jonathan Harvey, Titus Brown, Thos. Whipple, jr.
Vermont.—Heman Allen, Rollin C. Mallary, *Daniel A. A. Buck, Geo. E. Wales, Jonathan Hunt.
Massachusetts.—*Samuel C. Allen, *Benjamin Gorham, John Bailey, *H. Hedges, *Isaac C. Bates, Juno Locke, B. W. Crowninshield, John Reed, John Davis, *Joseph Richardson, Henry W. Dwight, John Varnum, Edward Everett.
Rhode Island.—*Tristram Burges, Dater J. Peacock.
Connecticut.—John Baldwin, Orange Merwin, Noyes Barber, Elisha Phelps, Ralph J. Ingersoll, *David Plant.
New York.—*Daniel D. Barnard, Henry C. Martindale, *George O. Belden, Dudley Marvin, *Rudolph Bunner, *John Magee, C. C. Campbell, *John Maynard, *Samuel Chase, *Thomas J. Oakley, *John C. Clark, S. Van Rensselaer, *John D. Dickinson, Henry R. Storrs, *Jonas Evell, Jr. James Strong, Daniel G. Garnsey, *John G. Stower, *Nathaniel Garrow, John W. Taylor,

- *John T. De Graff, Gulian C. Verplanck, John Hallock, jr Aaron Ward, *Selah R. Hobbie, *John J. Wood, Martin Hoffman, Silas Wood, Jeromus Johnson, *David Woodcock, *Richard Keese, *Silas Wright, jr. Henry Markell, (One vacancy.)
New Jersey, 6.—Lewis Condict, Saml. Swan, George Holcombe, *Hedge Thomson, *Isaac Pierson, Ebenezer Tucker.
Delaware, 1.—*Kensley Johns.
Pennsylvania, 26.—*William Adams, Charles Miner, *Samuel Anderson, John Mitchell, *Thomas Barlow, Samuel M'Kean, James Buchanan, Robert Orr, jr. *Richard Coulter, *William Ramsay, Chauncey Forward, *John Sergeant, *Joseph Frey, *James S. Stephenson, *Hones Green, *John B. Sterigere, Samuel D. Ingham, Andrew Stewart, George Kriemer, *Joel B. Sutherland, *Adam King, Espy Van Horne, Joseph Lawrence, James Wilson, Daniel H. Miller, George Wolf.
Maryland, 9.—*John Barney, *Michael C. Sprigg, Clement Dorsey, *Geo. C. Washington, *Levin Gale, John C. Weems, John Leeds Kerr, *Ephraim K. Wilson, Peter Little.
Virginia, 22.—*Robert Allen, Nath. H. Claiborne, Mark Alexander, Thos. Davenport, William S. Archer, John Floyd, Wm. Armstrong, jr. Isaac Leffler, John S. Barbour Lewis Maxwell, *Philip P. Barbour, Charles F. Mercer, Burwell Bassett, William M'Coy, Thomas Newton, *Alexander Smyth, *John Randolph, Andrew Stevenson, William C. Rives, John Taliaferro, John Roane, James Trezvant.
North Carolina, 13.—Willis Alston, Gabriel Holmes, Daniel L. Barringer, John Long, John H. Bryan, Lemuel Sawyer, Samuel P. Carson, *Aug. H. Shephard, Henry W. Connor, *Daniel Turner, *John Colpepper, Lewis Williams, *Thomas Hall.
South Carolina, 9.—*John Carter, *William D. Martin, *Warren R. Davis, Thomas R. Mitchell, William Drayton, *Wm. T. Nuckoff, James Hamilton, Starling Tucker, George M'Duffie.
Georgia, 7.—*John Floyd, *Wilson Lumpkin, *Tomlinson Fort, Wilby Thompson, Charles E. Haynes. (Vacancy in room of *George E. Climer, J. Forsyth, elected Governor.)
Kentucky, 12.—*Richard A. Buckner, Thomas Metcalf, James Clarke, Robert M'Hatton, *Henry Daniel, Thomas P. Moore, Joseph Lecypote, Charles A. *Wickliffe, Robert P. Letcher, *Joel Vancey, *Chittenden Lyon, (One Vacancy.)
Tennessee, 9.—*John Bell, *Pryor Lee, John Blair, John H. Marable, *David Crockett, James C. Mitchell, *Robert Desha, James K. Polk, Jacob C. Isaacs.
Ohio, 14.—Mordecai Bartley, John Sloane, Philemon Beecher, *William Starbary, *Wm. Creighton, Jr. Joseph Vance, *John Davenport, Samuel T. Vinton, James Findlay, Elisha Whitteley, William M'Lean, John Woods, *William Russell, John C. Wright.
Louisiana, 3.—*William L. Brent, Edward Livingston, Henry H. Cutley.
Indiana, 3.—*Thomas H. Blake, *Oliver H. Smith, Jonathan Jennings.
Mississippi, 1.—*William Halle.
Illinois, 1.—*Joseph Duncan.
Alabama, 3.—*Gabriel P. Moore, John M'Kee, George W. Owen.
Missouri, 1.—*Edmund Bates.
DELEGATES.
Arkansas.—Henry W. Conway.
Michigan.—Austin E. Wing.
Florida.—Joseph M. White.

*New Members.—*Members of a previous Congress, but not of the last.

PENNSYLVANIA.

The United States Gazette, a paper published in Philadelphia, on the side of the Administration, and distinguished for candor, fairness and moderation, presents the following view of the Presidential question in the state of Pennsylvania. We will just remark, that in the few counties from which returns have been received, comprising about two thirds of the whole number the ascertained gain of the Administration is within a trifle of 12,000 votes.

The effect which the result of an election in one district has upon the votes in another, is well known to politicians, and has been largely calculated on by the wary politicians of the times. As independent chroniclers, we have no objection to giving circulation to the truth, let its ultimate influence effect us as it will—

hence, after recording the success of the Adams ticket in this city, we admit that a very large proportion of the members of our legislature are considered as Jackson men.

But if the result of the Pennsylvania vote, is to be regarded as favourable to the cause of the administration, the greatest source of fluctuation is, in our opinion, to be found in the district where the greater part, or perhaps the whole of the Jackson ticket has carried. In the city, it was known that the administration was strongest, and nothing could defeat the election of Mr. Seagrant, but the great partiality which the administration men entertained for the highly esteemed gentleman who was on the other ticket, whose name and whose virtues had so long been identified with the party.

The gentlemen elected to the assembly from the city, we have already stated, were not supported upon the national question. Their services, with one exception, were required to forward great works that they had already undertaken.

But in districts where, 6 months ago, it was roundly asserted that Adams' men could be mustered, the Jackson ticket has barely succeeded. It is in this light that those who look at the Pennsylvania election, must regard it—its progress in the change, is interesting as it is rapid and certain; and every day's report confirms our former assertion, that if the change should continue for the next year, with the same rapidity that has distinguished it for the last twelve months, the State of Pennsylvania will give its electoral vote for J. Q. Adams.

Those who may regard our observations as worthy of note, will please to observe the confidence on which our prediction is founded.

The number of applicants for mail contracts, who recently visited Washington, is stated by the National Intelligencer, to have been between two and three hundred. Having expressed a desire to call on, and pay their respects to the President of the United States, they convened at Brown's Hotel, on the 17th inst., and appointed a committee, consisting of Judge Austin, of Ohio, Mr. Rooks, and Miner, of Pa. to wait on the President and Secretary, to state the wishes of the Mail Contractors, and know at what hour it would be agreeable to receive their visit. The committee were received with great politeness, and informed that the President and Secretary would be happy to see them at 4 o'clock. Immediately after dinner, the visitors again convened at Brown's and formed a procession, under the superintendance of Judge Austin, one of the committee, and proceeded in regular order, preceded by the elder members of the corps and the committee, with several couple of gentlemen from Ohio and Kentucky, four feet to six feet six and seven inches in height, in the centre, and amounting to about one hundred in number, to the office of Mr. Clay, who, after being introduced to the gentlemen, accompanied them to the house of the President, to whom they were introduced, and received with a capital shake of the hand. The President conducted them through the different apartments, including the East room of the building, so celebrated for its story relative to its furniture; described the portraits and their painters, and indulged in that socializing which so justly endears the acquaintance of a free People to his constituents. The guests were served with refreshments. The President drank the health of the Contractors, and wished them success in their progress "through Highways and bye-ways." The gentlemen took their leave of the President in the same manner in which they met him on their introduction, returned the procession, returned to Brown's, and dispersed, apparently well pleased with having united tokens of respect for their Chief Magistrate and his Secretary.

The greater part of the evening was spent in the same manner, with the Postmaster General. —[Norfolk Herald.

"Love was once a little boy."—The boy aged fifteen years eloped last week from Berkshire, Mass. with a young lady aged 18. They were made one.