

THE NEW SECRETARY OF THE NAVY.

From the National Intelligencer. Though the editors of this paper, having the pleasure of some personal knowledge of the character and qualifications of the gentleman upon whom it is proposed to confer the office of Secretary of the Navy under General Harrison, did not need the information which the following communication contains...

TO THE EDITORS.

MEMRS. GALE & SEATON: The question has been frequently asked here, with in the last few days, who is George E. Badger, the gentleman proposed for the office of Secretary of the Navy? He is a native of Newbern, in North Carolina. His father died poor when he was a small boy. He possessed fine talents, and his friends aided him in acquiring an education. He obtained a license to practice the law before he was 21 years old. His vigorous and discriminating intellect immediately gave him a high rank in the community. He was, at an early age, elected a member of the Legislature of North Carolina, but his limited circumstances compelled him at once to abandon politics, because he was poor, and had a widowed mother and two sisters to support. He devoted himself to the profession of the law, and acquired a large and lucrative practice. The Legislature, when he was yet a very young man, elected him a Judge, and he discharged his duties on the bench with great ability and impartiality, giving entire satisfaction to the profession and the people. A sense of duty to himself, his mother and sisters, required that he should not remain on the bench at a small salary when his splendid talents and extensive acquirements would command the most lucrative practice. He resigned his seat on the bench, and returned to his practice at the bar. Mr. Badger is justly regarded as one of the very ablest lawyers in the United States. He rarely ever speaks longer than one hour on any subject, and in that space of time he will do ample justice to his client, and often demolish a three-days' speech of his adversary. When that accomplished scholar and profound jurist, Wm. Gaston, was at the bar, Mr. Badger, though a much younger man, was his formidable rival. If I had a cause in any court in the United States, I would as soon employ George E. Badger as any lawyer in America. During the last war, when the British invaded the sister shores of North Carolina, Governor Hawkins, with a large number of volunteer militia, marched quickly to the defence of the seaboard. In that expedition, George E. Badger, then about 19 years old, volunteered, was appointed by Major General Jones one of his aids, and remained in the public service until the enemy retreated, took water, and sailed from North Carolina.

Mr. Badger was an active and ardent supporter of Gen. Jackson for the Presidency; he was, indeed, the leader of the Jackson party of North Carolina, and wrote the address containing their political creed prior to the elevation of General Jackson to the Presidency. The same party in North Carolina, generally, nominated him as a gentleman pre-eminently qualified to be Attorney General in President Jackson's Cabinet. So, too, the Whig members of the last Legislature of North Carolina (whose active associate he has been for several years) unanimously nominated and recommended Mr. Badger as eminently qualified to make an able Attorney General in President Harrison's Administration.

In the foregoing, it is not designed to represent Mr. Badger as a mere lawyer. There is no region of thought to which his mind has been directed, in which he has not exhibited the highest and most commanding powers of intellect. If he shall except the appointment tendered him, I have not the slightest doubt, nor need his friends entertain the least misgiving, that he will take the most masterly, commanding, and statesmanlike views of all the interests of the Navy, and as far as one man can do it, elevate it to that position that our rapidly increasing resources, extending commerce, and the present state of the world may require.

While he will bring these large and comprehensive views to the subject with a rare capacity for business, he can also descend to the most exact precision in the minutest detail. He unites, in short, every qualification for the station he is called to. He is now in the meridian and full vigor of life, and no man living enjoys a purer and more spotless reputation for probity and honor.

A Republica of North Carolina.

UNITED STATES NAVY.

The Navy of the United States consists of seven ships of the line, four of which are on the stocks—one range of 54 guns twelve frigates of the first class, rated at 44 guns each, six of which are on the stocks, and 2 of the second class, rated at 36 guns each—twenty one sloops of war, of from 16 to 20 guns each—four brigs of 10 guns, and eight schooners of 10, 8 and 4 guns each. In addition to the above, two steam frigates are now building at New York and Philadelphia. The oldest ships in the navy are frigates Constitution built at Boston, the U. States built at Philadelphia, and Congress built at Baltimore, all in the year 1797. The newest ship of the line is the Franklin, built at Philadelphia in 1815. The number of Post Captains in the navy is fifty five, the oldest in rank be-

ing James Barron. The number of Masters Commandant is also fifty five; of Lieutenants 235, of passed midshipmen 121, of midshipmen 221, of surgeons 91; of passed assistant surgeons 17; of assistant surgeons 51, of pursers 21, of chaplains 13, and of sailing masters 29. The pay of a senior captain on sea service, is \$4,500 per annum, of do. on leave \$2,500, captains of squadrons \$4,000, do on other duty \$2,500, do on duty \$2,500, Master Commandants in sea service \$2,500, do on leave of absence \$1,800, do on other duty \$1,500, do on leave \$1,200, surgeons from \$1,000 to \$2,700 according to their term of service, assistant surgeons, from \$650 to 1,300, chaplains at sea \$1,200, do on leave \$800, passed midshipmen at sea \$750, do waiting orders \$600, midshipmen at sea \$400, do on other duty \$350, sailing master of a ship of line at sea \$1,100 do on other duty, \$1,000, professors of mathematics \$1,200, teachers of naval school \$490.

VALUE OF RAIL ROADS.

The following table, prepared from official sources, will show, in part, the advantages resulting to the state and the community by the increased value given to lands, and the consequent increase of taxes paid into the public treasury, resulting from the establishment of the Raleigh and Gaston Rail Road. The counties given below are those through which the road passes, or which are immediately contiguous thereto. The land tax paid into the public treasury from these counties for the years 1835 and 1840, is as follows:

Table with columns for 1835 and 1840, listing counties like Wake, Franklin, Granville, Person, Warren, Halifax, and Northampton with their respective tax values.

Difference in amount of taxes paid into the treasury \$631 09. The state tax being six cents on every hundred dollars value of land, the above amount would show an increase in the value of lands in the foregoing counties of \$105,265 00 in addition to which the increase in the value of property in the city of Raleigh, since the year 1835, is \$131,000 00.

Making an aggregate increase of \$236,265 00. If such be the results, surely it would be the most short-sighted and suicidal policy in the state to permit either of the great lines of rail road now constructed and in successful operation within her borders to fail, for want of a little timely aid, which might be given without incurring any serious risk. Standard.

A SECRET WORTH KNOWING.

"Truth is strange—stranger than fiction."—Under this heading the Long Island Star publishes an interesting tale, for the extended details of which we cannot find room, but must content ourselves with giving the leading facts in a condensed form for the benefit of our readers.

Ball Pat.

A young grocer of good character and correct habits, commenced business in a good and improved neighborhood. His stock was small, as were his means, and his stock of customers were still smaller. His sales hardly met his expenses, and he was evidently going "down hill," and an old grocer on the opposite corner predicted that he would soon be at the bottom.

That the young grocer had reason to regret this opinion of the old grocer will appear. The latter had a daughter who had won the heart of the former. He offered himself to her and was rejected. It was done, however, with the assurance that he was the man of her choice, but she acted in obedience to her father's commands.

Assured of the affections of the woman of his choice he set himself about removing the only obstacle in the way of their union—the father's objection to his pecuniary prospects.

A year elapsed, and lo, what a change! The young grocer was now going up hill with the power of a steam locomotive; customers flocked to his store from all quarters, and even many had left the old established stand on the opposite corner, for the younger favorite. There was a mystery about it which puzzled the grocer sorely, but which he could not unravel. He at length became nearly sick with losses and aggravations, and vain attempts to discover the secret of his neighbor's success.

At this juncture, Angelica—for that was the daughter's name—contrived to bring about an apparently accidental interview between the parties. After the old man had become, through the intervention of the daughter, tolerably good humored, he inquired with great earnestness of the young man, how he had contrived to effect so much in a single year, to this extent his business and draw off the customers from older stands.

The young man evaded an answer—but inquired if he had any further objections to his union with Angelica. "None," replied he, "provided you reveal the secret of your success." "Can't the young man promise, when his happiness was made complete,

The old man commended his persistence on this point. The affair was all settled and the marriage soon took place. The friends of the young couple were all assembled, and among them many of the customers of the two stores. Angelica and Thomas looked as happy as they well could be, and the old gentleman was, if possible, happier than they. The bridal cake was about to be cut, when the old man called for "THE SECRET."

"Aye, the secret," "the secret," exclaimed fifty others.

"It is very a simple matter says Thomas. 'I ADVERTISE'!!!"

The old gentleman was very very old fashioned, and while he shook Thomas heartily by the hand, and kissed Angelica fifty times over, he merely muttered, "Why the dickens did I think of that!"

A singular incident occurred during the holidays, on the opposite side of the river. Two ladies who resided in Illinois, came to the city to make purchases. A well dressed man followed them into several stores, at one of which one of them got a ten dollar bill changed, receiving the change in small bills. In the evening, on their return home, when a short distance from the Ferry, in the prairie, the same man they had seen in the city rode up and demanded their money. The one who had the money drew it out, and in attempting to hand it to him the wind caught the bills and carried them off to the ground. The man dismounted to pick them up, and as soon as he was down, the ladies put whip to their horses and made off as fast as possible. On their way they heard the clatter of a horse's hoofs following them, but were too much terrified to stop or look back. When they reached their own gate, behold the robber's horse was with them, a fine animal, with an elegant saddle, and a pair of saddle-bags, &c. But the man was nowhere in sight. They supposed his horse escaped whilst he was picking up the bills. On examining the saddle-bags, a large sum of money was found, and several articles of wearing apparel, but nothing by which his name could be discovered. Up to Saturday last, no one had appeared to claim the horse or property. The above facts we have from a respectable gentleman of the city, who assures us that, singular as the circumstances may appear, they are strictly correct. St. Louis Republican.

REMARKS OF MR. GRAHAM.

OF NORTH CAROLINA, In the U. S. Senate, on asking leave to present a bill directing a survey to ascertain the practicability and probable cost of reopening the direct communication between Albemarle sound and the Atlantic ocean.

Mr. GRAHAM said that, with the indulgence of the Senate, he begged leave to make a very brief statement of facts connected with this bill. Casting your eye on the map of North Carolina, you perceive a peninsula, commencing near its northeastern extremity and extending southwardly a full degree and a half on the map, and, by the meanders of the coast, at least 150 miles, to Ocracoke inlet. On the eastern side of this peninsula is the Atlantic ocean, and on the western a tract of waters navigable for sea vessels, and called, as you proceed from north to south, by the names, successively, of Currituck, Albemarle, Croston, and Pamlico sounds. These waters are all disambogued at Ocracoke, and although the tongue of land separating them from the ocean is at some points reduced to no more than half a mile in width, there is no access to them for vessels except through that inlet. About one hundred miles north of that was formerly Currituck inlet, through which coasting vessels of light burden passed into Currituck sound. But this gradual silted up, and became closed about ten years ago; and it will be remembered by the Senate that, a few weeks since, I introduced a bill to abolish the port of delivery and the office of surveyor of customs at that place, (which had been a sinecure for many years), and the bill has passed this body. At a period still earlier, there was another entrance to these inland waters, called Roanoke inlet, about sixty miles north of Ocracoke, at the eastern extremity of Albemarle sound, through which it communicated directly with the Atlantic, and did not then, as now, mingle its waters with those of Pamlico sound on their way to the ocean. Here the vessels of Sir Walter Raleigh's adventures entered when they planted the first colony on that part of the American continent; and long afterwards it continued to afford an easy and direct passage into the Albemarle and its tributaries.

In process of time, however, a channel has been opened southwardly, through Croston, from Albemarle to Pamlico sound, there being a considerable declivity in that direction. The whole waters of the sound now flow through that channel, and Roanoke inlet is closed by a sand beach half a mile in breadth: Thus an unbroken peninsula is formed for the whole distance already indicated, and the entire trade from the Albemarle and its tributaries is forced to seek the markets of the North, whither most of it is carried, by first taking a Southern course, to Ocracoke; and thence a westerly direction on the ocean; so that two vessels, the one in the sound and the other at sea, in the same latitude, may be separated by a few leagues, and yet each would perform a voyage of from 120 to 150 miles to gain the position of the other. Meanwhile, a wind which is favorable to the prosecution of the first half of the voyage is adverse to the remainder. Each vessel is obliged to double Cape Hatteras, the most dangerous promontory on the American coast, to pass through a difficult and often changing channel at Ocracoke, and to encounter the delay and expense of light-erage. This bill proposes to ascertain whether it be not practicable to avoid these impediments in the navigation and commerce of that region by re-opening Roanoke inlet, and affording a direct passage into the Albemarle from the sea. To form an adequate conception of the extent of that commerce, and the shipping which it employs, it is necessary to glance at the adjacent territory. Albemarle sound stretches westwardly, from the site of the proposed inlet, for 60 miles, is generally from 15 to 20 miles wide, and from 20 to 25 feet in depth. Besides several navigable rivers or estuaries flowing into it on the northern and southern sides, it receives at the western end the Chowan and Roanoke, the latter of which waters a greater extent of fertile, arable soil than any river between the Mississippi and the St. Lawrence—a soil whose productions would find their natural and direct route to the markets of the world through Roanoke inlet. True it is, that communications by rail-road have been established from the upper Roanoke to Petersburg and Norfolk, in Virginia; but it is a well known fact that transportation for bulky articles is far cheaper by water than on railroad, and that many of the productions of agriculture cannot be sent to market at all by the latter mode which would go by the former. No section of the Atlantic states, of the same dimension, furnishes annually greater supplies of agricultural products for market than the "northern counties" on Albemarle sound. Those on its southern margin and tributaries are, perhaps, equally fruitful, and are likely to have a great increase in their production, by the reclamation of near 100,000 acres of swamp land, now in the course of drainage—a work prosecuted by the state of North Carolina, which has appropriated \$200,000 to objects of this kind. In addition to which and cotton, the common product of the southern states, immense quantities of Indian corn are sent from this section to New York, Providence, and Boston, at the North, to Charleston and Savannah, at the South, and to the West Indies. The exports from agriculture, however, are greatly augmented from the fisheries and forests of the Albemarle country. Besides thousands of barrels of fish, the quantities of staves, heading, shingles, pine lumber, and the productions of the pine tree, ship timber, and naval stores, exported yearly, are incredible to those who have not had their attention turned particularly to the subject. There are no means of learning the exact value of the aggregate, but it is estimated by those most familiar with that trade to exceed \$3,000,000 per annum, and to furnish employment to more than 100,000 tons of shipping. If such be the value and importance of that trade under its multiplied present disadvantages, what might it not be expected to be if relieved from its embarrassments by the improvements proposed? As a school and nursery for seamen, it eminently deserves the fostering care and friendly consideration of Congress. It is from the commercial that recruits are furnished to the military Navy; and at a time when there seems to be a general disposition to enlarge and strengthen this arm of the national defence, policy as well as humanity requires that they shall be shielded as far as possible from the perils of shipwreck, and encouraged to embark in the merchant service.

Mr. G. said he could not better illustrate the necessity for opening this inlet and its advantages to trade and navigation than by reading a few paragraphs from the report of a distinguished civil engineer, (Major Gwynn,) to which, and to the report by his respected colleague in the other branch of Congress, (Mr. Rayner,) at the last session, he was mainly indebted for the facts already narrated; promising, merely, that "Roanoke Marshes Light-house," mentioned in the report, is situated on the passage between Albemarle and Pamlico sounds. Major Gwynn states that "The register of Captain Pew, keeper of the Roanoke Marshes Light house, numbers 1,450 vessels passing and re-passing during the year ending December 31, 1839, making the shipping about 100,000 tons; the amount assumed by the committee, which, although remaining the same, shows for that season a considerable increase, when we consider the great tonnage withdrawn from this trade by the facilities afforded by the Petersburg and Portsmouth Rail-roads—the former of which went into operation in 1833, and the latter in 1836.

"The amount of property and lives lost on the coast immediately adjoining the inlet, for a distance of 15 miles on each side of it, presents a frightful list, and a strong appeal to the protection and humanity of the Government.

"Between the year 1824 and the present period, there have been (as nearly as I could ascertain) 112 vessels wrecked; which, averaging 50 tons each, would make, together with the cargoes, a loss not much short of \$350,000; and with these vessels 234 souls have found a watery grave.

"The list, fearful as it is, would be greatly swelled if we had the means of

adding to it the number of vessels wrecked on the remainder of the adjacent coast, and off Cape Hatteras, in consequence of being compelled, by the closing of Roanoke inlet, to encounter the hazards of passing this dangerous promontory.

"Throwing out of view the advantages to the commerce of the country, as a harbor of refuge from storms in time of peace, the opening of this inlet is an object every way worthy of the nation. And, in time of war, there is no point on the whole coast where a harbor would be more useful, and where one is so much needed, not only for the refuge of coasters from the enemy, but, in bad weather, for privateers and the smaller armed vessels acting offensively.

Sir, (said Mr. G.) this subject has acquired new importance and interest in North Carolina from a survey, under the authority of the state, made during the last year, by the engineer before referred to, of which this report is the result; and since I gave notice of my intention to present this bill, I have received from the Governor of the state a copy of the report, and a series of resolutions adopted by the Legislature at its recent session, urging the work upon the attention of Congress, which I ask leave also now to introduce. It will be seen, by a perusal of that report, that no doubt is entertained by the engineer of its practicability, and that the Legislature has concurred in that opinion. But as this Government is requested to undertake it, I have presumed that a survey by its own officers would be more satisfactory to Congress, and more likely to ensure their favorable action on the subject, and therefore have brought forward at present only a proposition of survey. If by that it shall be again ascertained—as I doubt not that it will—that the work may be accomplished at a reasonable expense, there can be no hesitation, I apprehend, in commencing it at once.

Mr. G. said, before he set down he would remark that this proposition had no connexion with that system of internal improvement which, under too loose a construction of the Constitution, had been formerly undertaken by Congress, but was since happily abandoned. The contemplated work was strictly within the power over commerce which had been delegated to the General Government, and which made it a corresponding duty of that Government to give to it all proper facilities, and relieve it from embarrassments such as he had shown to exist in that of the Albemarle, and which had been estimated to be equal to a levy of from 15 to 20 per cent. on all exports. Had North Carolina not become a member of the Union, the opening of this inlet would have been forced upon her by the just demands of her people. Had she now the power to "lay duties" of tonnage, or "imposts" on merchandise, a moderate rate of levies for twelve months after its completion would defray the entire expense of effecting it.

SEASONABLE REMARKS.

From the New York Express.

A War with England.—We have no patience—no sort of patience, with a large class of men of long tongues, who are ever wagging them for a war with England. If these tongues of theirs were swords, and there was a chance for an enemy's weapon to cross them, well and good would be their tonguy valor; but such tongues as these, so valorous always afar off from grape-shot, can never be got at in the front rank in time of war. The boisterous bawlers for war are only the heroes of peace. They who know what war is, what calamities attend it, what havoc sweeps with it, never want to get into it, if with honor they can keep out of it; but once in, never want to get out till the work is well done. War, therefore, with them is a solemn measure. When once they advocate it, they feel pledged to take part in it. Their bodies and minds are devoted as well as their tongues.

It matters but little with this class of men of whom we speak what are the causes of war, for there are always causes enough with them. Determining themselves in their own hearts to pledge nothing to their country but their brave tongues or bold pens, they are ever ready to do all they can to stimulate war, and to provide for their country inflammable materials; but, as their heroic bodies are to be kept aloof from all encounters, it matters but little to them how many of their neighbors are food for gunpowder.

This class of men but little reflect upon the kind of war, and the duration of the war, the United States is to have with Great Britain, if such war comes at all. It is to be a war of twelve or twenty years' duration; and are they ready for that?—for the first few years of such a war must, in our unprepared state, be years of terrible disaster to us, in which we could not make, and ought not to make, peace; and the next few years, as we were recovering what we lost, would but restore us to the position whence we started; so that, to make peace with profit and honor, conquests must take place to make up for disaster. If ever such a calamity as war with Great Britain befalls us, we trust no peace will be made, even if the war should last half a century, till the British flag is driven out of the Canadas, or the Canadas and the Provinces made independent of Great Britain; for, once having braved the consequences of a war with the first nation on earth, it ought not to end till we are freed from that cordon of foreign bayonets

in the hands of some of the best soldiers in the world, that now begins its march from Halifax to Alaska. This all is not the work of a day or a year.

The late improvements in the use of steam power and in fire arms are but dwelt upon too by these brawlers for war. Ocean steam navigation has brought us into alarming proximity with the great Powers of Europe. We are but as France across the British Channel now—with no such fortifications, though, as France has, and even those fortifications that we have so ungarnered as to be easily taken possession of by a quirk-moving enemy. Where are our steam ships of war? Our whole nominal army of 12,000 men has not been able to subdue the poor Seminole—where the most of them are; while Great Britain has full 25,000 regulars on our borders, with the power of doubling the number in two weeks by the steam ships she can summon within her control. What is to prevent the bombardment of the city of New York within three weeks after war is declared? Who garisons our quiet deserts for? What armaments have we here? What protection from mortars, shells, and all the horrible devices of destruction? Does Detroit feel safe? Can a single company protect Eastport, (Me.)? Let the loud brawlers for war ponder upon all this, and pledge their own precious persons to take part in it.

Again, are the People ready for an army of Federal tax-gatherers? Apart from surrendering their brothers and sons to be made machines of in regular armies, are they ready to work two days of the six to meet the expenses of the war? Do they covet this surrender of their friends to the battle-field, or are they prepared to see their substance eaten out by others who in the earning of it have taken no part? With war certainly come taxes to all, even those most removed from the scenes of the war—and taxes, too, not of a single year, but of an indefinite duration, it may be of the half of a man's full life.

We throw out these suggestions for the inconsiderate advocates of a resort to arms; but we do not mean to be considered the advocates of peace with dishonor. War, however, is so awful a resort that it is the duty of a good citizen to throw cold water upon the inflammable materials in such a society as ours, that are ever ready to kindle it up.

We have nothing to gain, and every thing to lose by a war, unless it be a war of twenty years' duration, in which we can involve all Europe. We have not a single controversy with Great Britain which in itself and of itself alone, is worth a war. New York city alone could well afford to purchase out all the points of controversy, rather than suffer for a single year the consequences of a war, provided such a purchase entailed no dishonor. Great Britain, too, has more to lose by a war than the United States. We are her best customer now, and the high protecting duties of a war will rear up such manufactures here at home as Great Britain can never afterwards compete with. Her commerce will suffer horribly from our activity and enterprise with single cruisers in every sea. Her colonies will be tormented, too, in every sea. Again, what can she gain? A permanent foothold in these U. States? Impossible—impossible every way! Peace never could come with a single inch of territory to be surrendered. No Administration of our Government would or could think of enduring such a proposition. True, we are not a warlike people, but we can be made so. We have no army of importance, we know, hardly the nucleus of one; but necessity, and anger, and passion can bring 200,000 men in the field, of materials as hardy and heroic as ever bore a musket. The terrible energies of an inflamed Democracy history tells of, from the days of the Spartans to those of Napoleon Bonaparte. We may be propagandists, too, of the worst kind. The radical materials of England may be stouped again, as on the era of the French Republic; and is England sure that France or Russia would lend us no helping hand? Do these nations love England so much, that they would not glory in aiding us—to tumble her down? We are well aware of what a calamity all this would be to our Constitution and our liberties in the fruitful crop of military heroes we might produce; for where arms are, laws cannot be. But we speak now only of what England is to gain; and in the end her gain will be found less than ours or others, though she might devote all her means and money to our overthrow.

Let there be no war then, we pray. By dwelling upon its dangers and its ills, we teach the people of both nations to be prudent and wise. If, as sometimes supposed, new hands with other politics are soon to take the Government of Great Britain, we trust there will be no rash movements of diplomacy—no ear to unsound men and bad advice; for it is often feared here, and abroad too, that a PEACE more belligerent than a PALMERSTON, though with little reason, as it would seem of late.

MISSISSIPPI.—

From the seat of Government of this state it gives us pleasure to learn that the declaration of Governor McNutt, officially proclaimed, that that state is neither able nor willing to pay its bonds, issued and sold upon the faith of the state, has been signally rebuked in both branches of the Legislature; where by the character of the state is redeemed from the unutterable disgrace which the affirmation of such a doctrine by its Legislature would have drawn down upon it. The doctrine of the Governor's Proclamation, which we had occasion, not long ago, to quote to our readers, was substantially reaffirmed by him in his more recent annual Message to the Legis-