

# Western Carolinian.

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## COUNT CAPO DISTRIA.

This nobleman, who has lately been elected President of Greece, was born at Corfu in the year 1776—a glorious year for the cause of freedom. His family had, from the year 1300, held an honorable place in the first class of citizens of the Seven Ionian Isles. He studied in the universities of Italy, and returned to his country in 1798, at the moment when the overthrow of the Republic of Venice, introduced into the Ionian Islands the democratic power of France. He found his father a prisoner, and threatened by the French Commissary with banishment, on account, it was said, of his political opinions. Count Capo d'Istria exerted himself with zeal and activity for the relief of his father, and had the good fortune to succeed. After the French had surrendered the Islands to the combined Russian and Ottoman fleets, and they had been formed into a Republic under the joint protection of Russia and England, the Count, though still young, was employed in 1800 to organize the islands of Cephalonia, Ithica, and St. Maura. This was the commencement of his political career. In 1802 he was appointed Secretary of State for the Home Department of the Republic, and afterwards for Foreign Affairs, for the Marine, and for Commerce. One of the most prominent acts of his administration was the establishment of moral schools, which had not before existed in the islands.

In 1807, the Isle of St. Maura was threatened by Ali Pacha. The Ionian Government invested Count Capo d'Istria with the powers of Commissioner Extraordinary on the frontiers, and placed under his orders all the militia in the service of the Allied Courts in the Seven Islands. In this campaign, under the cannon of Ali Pacha, Count Capo d'Istria became first known to the Greek Captains Colocotroni, Buzaris, Karaiskaki, and other Chiefs; and at this epoch his personal relations with the warlike part of Greece commenced. In July, 1808, he was invited to repair to St. Petersburg to be employed in the foreign department. Thither he went in 1809, and remained there until 1812. He was then employed in the suite of the Russian Embassy at Vienna, whence he was summoned to discharge the functions of Chief of the Diplomatic Department at the headquarters of the Russian army of the Danube, and afterwards with the Grand Army. He continued with the army during the campaigns of 1813, 1814, 1815, and took an active part in the most important negotiations of this memorable epoch. In November 1813, the Emperor Alexander sent him to Switzerland. The result of his mission was, that Switzerland made common cause with the Allied Powers against Buonaparte, and the system of the Helvetic confederation, as it now exists, was in part his work, in concurrence with the Ministers of the other Allied Courts, and of the 22 cantons. Switzerland still feels for him a grateful affection. At the Congress of Vienna, during the conferences at Paris in 1815, and at Aix-la-Chapelle, Count Capo d'Istria, possessing all the confidence of the Emperor Alexander, was chosen to carry on the principal negotiations with the Allied Powers—negotiations which included those of the result of which was the placing the Ionian Islands under the exclusive protection of Great Britain. From 1816 to 1822 he exercised the functions of Secretary of State for foreign Affairs in the Cabinet of the Emperor Alexander. In 1822, when the Court of Russia adopted the Austrian system with regard to the affairs of the Levant and Greece, Count Capo d'Istria resigned his office and retired to Switzerland, carrying with him marks of the unaltered kindness of the Emperor Alexander, and of the attachment of the most distinguished persons in Russia. In the beginning of the year 1826 he came to Paris and it was supposed that he then intended to go to Russia. He did not take the journey, however, until the month of May in the present year, and it was on his arrival in Russia that he received the news of the choice which called him to the Government of the affairs of Greece. After a residence of two months in Russia, he retraced his steps, and was in France at the last advices, having brought a decree whereby the Emperor Nicholas gives him a complete discharge from his service, in terms

which at once demonstrate the personal sentiments entertained by his Sovereign towards him, and the character of the recollections he has left behind him in Russia.

## CARLTON, NO. VI.

Having explained some of the reasons for commencing and prosecuting a Railroad through our State, it is now proposed to show more particularly the advantages to result to the people individually, whatever may be their situation in different parts of the country. Were it to profit a few only, and not a large proportion of our population, this would be so serious an objection, that we might well be met with the inquiry, "What is this to me? Are all these pains to be taken, and this expenditure of funds incurred, and after all, is a particular part of the country only to be benefited, while I am to remain under the pressure of the same difficulties? If I am to pay my share into the Treasury for a public improvement some of the advantages ought to be enjoyed by me in return. If it be so, no matter how small a payment you ask, I shall feel myself oppressed for the benefit of another. Let us then examine the object proposed with our eye directed on this difficulty. It is one which has ever presented itself as insurmountable in the improvement of our Rivers and the construction of Canals. Our Rivers are so numerous, that to provide by taxation for making them all navigable must be left to some future period, when our population shall be more dense, their wealth increased, and their resources enlarged. To open any one of our larger rivers, and dig the canals necessary to make it navigable to a seaport, the whole strength of the State must be concentrated upon it, not for one year only, but perhaps for three or four. In the mean time it is for one portion of the people only, that the expense falls upon the whole, and far the greater part must postpone indefinitely to future time their prospects of sharing in the benefits of such unwieldy plans. We all know that we shall never as a people consent to measures so partial and burdensome. And if the cost of a single river, even were we to direct our attempts upon it with united force, would be more than the people would be reconciled to endure, the expense of improvements upon numbers of them at the same time, would in reality be oppressive in the extreme, amounting to a taxation, or else incurring a debt, to which it is visionary to suppose that we should ever submit.

Far different from such a system is the provision of a single Railroad for the accommodation of all the people within a reasonable time. Such a structure calls for not more than one fourth of the whole sum necessary for the improvement of any one of our important Rivers with the requisite Canals, especially if we would avoid the result of having our commerce terminate in the neighboring States. We shall be required then to show it to be a real and unquestionable truth, that the plan recommended is for the personal interest of each. That it is so to all perfectly alike, it would probably be admitted hardly reasonable to expect, but if all material difficulties shall be removed out of each man's way to a certain and easy market, it is not believed that he will be disposed to swell trivial differences of opportunity into causes of serious objection against that by which his great purpose shall be effected, and his essential interests evidently and completely secured. The following list of places and distances is to put it into the power of every inhabitant of our interior country to determine for himself and his neighbors how nearly they are interested in such a Railroad as is proposed, by showing him the distance of it from his own house in a direct line. The list is alphabetical, rendering it easy to find the name of the Court house, and several other places in the county in which he lives. From the distances of these in miles, as given in the numbers, he can form a judgment of his own. The letters N and S will show that the place he finds is north or south of the Railroad.

Table with 2 columns: Place Name and Distance in Miles. Includes Alleman Church, Guilford, N. (13), Asheville, Buncombe, S. (22), Beaufort (0), Bennehan & Cameron, N. (25), Bethany, Stokes, N. (26), Bethany Church, Iredell, N. (3), Bird's Iron Works, Lincoln, S. (39), Boon's Ford, Yadkin, S. (0), Brevard's Iron Works, Lincoln, S. (27), Carson's, Col. Burke, S. (12), Caswell C. H. N. (41), Catawba Springs, S. (22), Centre Church, Iredell, S. (18), Charlotte, Mecklenburg, S. (38), Clatham, South line of S. (18), Concord Iron Works, Burke, S. (14), Concord, Cabarrus, S. (26)

Table with 2 columns: Place Name and Distance in Miles. Includes Cross Roads, Randolph (0), Danbury, N. (40), Dixon, Gen. Lincoln, S. (34), Flint Hill, Rutherford, S. (27), Forney's Iron Works, Lincoln, S. (30), Fullenwider, Lincoln, S. (31), Germantown, Stokes, N. (34), Good, Cross Roads, Rutherford, S. (38), Graham's Iron Works, S. (30), Green C. H. N. E. (6), Greensborough, N. (21), Greenville, Pitt, V. E. (22), Grove, Duplin, S. W. (30), Guilford, North line of N. (32), Guilford, South line of N. (6), Haywood C. H. S. (50), Henderson, Montgomery, S. (28), Hillsborough, N. (20), Hopewell Church, Mecklenburg, S. (30), Island Ford, over Catawba, S. (6), Jones's Ferry, Edw. Haw River, (0), Kingston, Lenoir, S. W. (6), Lexington, (0), Lincoln, S. (23), Louisburg, N. (30), McDowell, Gen. Burke, (0), Montgomery C. H. S. (26), Moore C. H. S. (30), Morganton, S. (7), Narrows of Yadkin, S. (22), Nash C. H. N. E. (27), Newbern, (0), New Garden M. H. Guilford, N. (18), Old Nation Ford, S. (52), Orange, North line of N. (32), Oxford, Granville, N. (38), Perkins' Iron Works, Stokes, N. (27), Person C. H. N. (5), Pitsborough, Chatham, S. (26), Porter, Col. Rutherford, S. (8), Quaker M. H. Cane Creek, Orange N. Raleigh (0), Randolph C. H. S. (6), Redfield Ford, Chatham, S. (46), Red House, Caswell, N. (31), Rockford, Surry, N. (40), Rockingham, C. H. N. (53), Rockingham, Richmond, S. (24), Rutherfordton, S. (51), Salem, N. (10), Salisbury, S. (37), Sampson C. H. S. W. (9), Smithfield, S. W. (48), S. Carolina line, Rutherford, Co. S. (12), Statesville, Iredell, S. (5), Swannano Gap, S. (33), Tarborough, N. E. (12), Trenton, S. W. (38), Tuckasege Ford, Mecklenburg, S. (48), Virginia line, Ashe, Co. N. (50), Wadesborough, Anson, S. (26), Washington, Beaufort, N. E. (9), Waynesborough, S. W. (21), Wilkesborough, N. (42), Williamsborough, Granville, N. (45), Williamston, Martin, N. E. (45)

An example will best illustrate the use of this scheme, and render it perfectly easy to every one. A person is supposed to live at Concord in Cabarrus, or in the vicinity of that place. Looking into the list he finds that he will be situated 26 miles south from the Railroad. He knows then that as soon as that work shall be completed, let it be said at the end of four or five years, he has at any time only to load his waggon in the evening, to make an early start the next morning, and with a little diligence he will be at the Railroad in the evening of that day. Lines of waggons run daily, receiving and carrying goods on the Railway, regulated in times and distances by law, and therefore responsible for failure, rivaling each other in accommodation and cheapness of conveyance. The least rate at which they travel is with ten tons to a horse, the horses changing every ten or twelve miles, and at four miles an hour night and day. This is to have the goods carried precisely 26 miles in twenty fours. We shall be safe in saying it will be 100 miles in that time. Now if one horse and one man or boy can carry ten tons 100 miles in twenty four hours constantly, it is easy to calculate, and so reduce it to a certainty, that the charge of conveyance from Lexington which is 250 miles, is not more than twenty five cents and a half. It was intended to spread out this calculation to show the reader to his entire satisfaction the correctness of its principles, and the truth of its result. Our space will not admit of it in the present number, but it is our purpose to give it in the next, believing it to be the wish of every reader that it may be possible to convince him of a result in which if it be undeniable, it is impossible not to see that he is most deeply interested. If a man live fifty miles from the Railroad, and this is the utmost distance at which any one can be in the back part of the State, except perhaps in Haywood, it will take him two days to arrive at it, and we shall say two to the return. There is some difference between this and being from home a week, a fortnight, three weeks or a month, upon a continual expense, away from his family, his horses after tugging and plunging through deep and heavy roads, and drenching rains till

their hearts are broken, himself in continual exposure to the weather as it comes, by night and day, till his own is ready to break, to get his produce to an uncertain market, where every article he purchases has its price augmented by a succession of freights, cartages, and storages. He at length returns to his family, and they scarcely know him: How should they? He is emaciated and weather beaten. His beard is long and black, and full of dirt, because for many days he has not had time to attend to such trifles. His clothes which were new and clean when he left home, are full of mud, and after being washed evidently show that they are nearly fretted out with rough usage. Perhaps he has not thought it worth while to change them through the whole time of his absence. His constitution too,—how much has it suffered and been broken down by this and all the other trips he has taken of the same kind in his life-time? The wear and tear of his team, his waggon, and his gear, are no small items in the account of expenses by which his profits are reduced. His shoes which are worn out, or spoiled, cost him more than 37 cents all things considered. Yet this is the man you will say, who will forbid, on pain of his displeasure and the loss of his vote, his representative in the Assembly to say for him that he will pay thirty seven cents a year for five years, to put an end forever, for himself, his children, and the whole country, to this wretched system of marketing. No, I shall reply, this cannot be. Let the remedy for such evils and disadvantages be fully understood, let its efficacy be completely ascertained, and let it appear to be attended with such an expense only as has been stated, so that it shall not be oppressive, and the people in their wisdom and fidelity to themselves will resort to it, and persevere in its application.

CARLTON. Sept. 24, 1827.

## FROM THE NATIONAL INTELLIGENCER. TO THE EDITORS.

Gentlemen: As you still make some pretensions to the character of impartial editors—the supporters of measures and not men—that state cant of affected moderation—you will do me justice by inserting a short notice, to the reply of Jos. Kent, of Rose Mount. I should treat with contemptuous silence the repetition of his calumny, but for the desire of doing an act of justice to another, and for the remark I find in his Excellency's second letter. "I saw no individual, (says he) after the election, better pleased than General S. appeared to be, in consequence of being relieved, as I suppose, from the dilemma in which he had considered himself placed." The first statement of his Excellency rests upon his own word, which he seems to consider as *ex officio* commanding belief, and which I could only negative by circumstances and a positive denial; the present I have it in my power, in some greater degree, to repel. I was placed in no "dilemma," as a majority of my constituents had voted for the "Crawford ticket," and I had nothing to apprehend from a second choice. But his Excellency asserts, he saw no one "better pleased" with the result than myself. Now, it so happens, that I left the House immediately after the election, in a hack with a friend, whose name, when contrasted with that of Jos. Kent, would be as the diamond to charcoal, who would and would testify to the indignation I felt and expressed at the trick and legerdemain by which the election had been carried.

With his Excellency Jos. Kent I can have nothing farther to say or do, as I consider him as destitute of the honor of a gentleman, as he is of the veracity of a man. But I owe an apology to Col. Mitchell, which I am frank to make in this public way, for having so far misconceived the motives of his conduct, as to have supposed him capable of being influenced by such a miserable tool as Jos. Kent—a man who was indebted to his intriguing subserviency to the then Speaker, for the high honor of being placed at the head of the Committee for the District of Columbia, whose important duties he discharged with dumb silence. And yet this creature presumes to talk of others as "vain, silly," "the tool of some aspirant," &c. I crave pardon of the public for this further notice of such a vain-egotist, who, like Solomon's fool, seeks to amuse himself with holding out my character as an object of contempt and ridicule, though it was "not designed for publication."

From what has appeared elsewhere in connexion with this matter, I feel it due to my character for consistency, to give an extract of a letter from a gentleman residing in my late Congressional district, and who stands, deservedly, as high as any man in it: "Before you went to

Washington, in December, 1824, I heard frequent conversations of yours, both publicly and privately, and while at Washington, in that winter, both before and after the Presidential election by the House of Representatives, I received several letters from you upon this subject, and uniformly understood your opinion to be, that, between Adams and Jackson, you decidedly preferred Jackson, and would vote for him in the event it became necessary in the progress of the election. I well recollect of hearing you more than once assign your reasons for this preference, and suppose no one who was in the habits of intimacy with you, could have misunderstood you on that question."

Such were the opinions publicly expressed at that time, and such they continue to be at present. R. M. SAUNDERS. Salisbury, Oct. 16th, 1827.

Cotton in Spain.—In order to encourage the growth of Cotton in the kingdom of Grenada, the King of Spain has issued a decree imposing a duty of 10 maravedis on long Georgia and Pernambuco Cotton when it is entered under the Spanish flag, and of 15 maravedis when under a foreign flag, or coming by land. Other Cottons are to pay 20 and 30 maravedis according to the flag. Manufactures of pure Cotton and those silks imitating velvets, into which Cotton enters as a component part, are prohibited.

An old Judge.—The Irish papers are making themselves merry with the fact of the promotion to their Chancery Bench, of a personage (Sir William Alexander) no less than eighty years of age, who is humorously denominated their octogenarian Chancellor. What think you of this ye New York law makers, who interdict a man from the use of his faculties on the Bench when he has reached sixty years of age. The Irish are marveling what should induce this octogenarian to come to Ireland to fill the vacated seat of Lord Manners, he said octogenarian having a good post as a Judge in the English Exchequer, and loaded with money besides. He cannot, they say, enjoy this "otium" before he is ninety one, for which he must labour in Ireland 11 years, having served only four years in the English Exchequer, fifteen years service on the Bench entitling an English Judge to a pension.

A gentleman sixty years of age, underwent a surgical operation at the Massachusetts Hospital on Saturday. It was the removal of a wen, which grew on the side of the neck, and as it enlarged, was found to obstruct the passage of the throat. The wen was removed in three parts, and late in the afternoon the patient was doing well. The gentleman had the choice of being starved, or risk his life in the operation of removing it.

Mr. Sanford, the proprietor of the Lafayette Theatre, New York, possesses probably more theatrical property, than any other individual in the world. This Theatre, with its Scenery, Wardrobe, &c., is said to have cost upwards of \$100,000. He is also sole proprietor of Mount Pitt Circus, which with its stud, cost not less than \$50,000.

A newly invented rifle lock, cock, span, or flint, is exhibited in New York, and spoken well of by the Enquirer. "It has enclosed, a percussion lever, which is cocked and fired by the trigger, and is used without caps, the priming is introduced in a small aperture on the side, and enough may be used to serve 50 or more discharges, so that constant re-priming is unnecessary."

A late Paris (French) paper says:—"A few days ago some masons occupied in pulling down an old house near the Church of Notre Dame found a wooden box, which contained several pieces of gold, and a necklace with the portrait of Maria Louisa, which is said to be worth about 250,000 francs."

Extraordinary.—A London editor gives the following article:—"We are told that there is a woman in a village in Glamorganshire, South Wales, whose husband with the little fortune he got with her, bought a small farm. He had hardly closed the purchase when death closed his eyes. However, not intimidated with this, she married a second husband, who sowed it. He likewise died, and she tried a third, who reaped it; but death soon snatched him away. She then married a fourth, who thrashed it; but he also followed the fate of his predecessors; and she is now married to a fifth husband, with whom she is enjoying the produce of it. All this happened within eighteen months."