

FOREIGN.

FALL OF WARSAW.

By the British ship *Arkwright* which arrived last evening, from Dundee on the 24th September, we have been able to obtain from a passenger the only late paper on board—the Dundee Courier of the 20th—which contains the disastrous intelligence we give below of the surrender of Warsaw to the Russians. The captain of the *Arkwright* states that when he left Dundee he had in his possession three London papers which contained a confirmation of this event, but he gave them away at the Orkney Islands, where he touched with his vessel.

From the Dundee Courier of the 20th Sept.

FALL OF WARSAW.

This capital has at length fallen. After two days of sanguinary fighting the town surrendered by capitulation and the Russians entered Praga.

The following communication is from the Office of the London Times of the 17th.

Official intelligence was received at Berlin, on the 11th instant, of the capitulation of the city of Warsaw, on the 7th, at six o'clock, p.m., after two days bloody fighting in the neighborhood, during which the Russians carried by assault all the entrenchments which had been raised to protect the city.

The Polish Army, followed by the Diet and the members of the Government retired through Praga, on the night of the 7th, and early on the 8th the Russian Army entered, maintaining perfect order—personal property was respected.

The Poles were retiring upon Modlin and Plock, where it was supposed they would make an effort to maintain themselves.

Such is the substance of this fatal intelligence. It is still said that the Poles will maintain the struggle. But the loss of their capital is a fearful blow, and may, we fear, prove fatal to their cause.

It will be perceived that the above is said to be a "communication" from the London Times, not an extract. The Times receives an express from Paris every other day, and the presumption is, that on the 17th their express did not arrive until after their edition was printed; and consequently, that they merely announced the fact to the public, and forwarded the particulars to different parts of the United Kingdom. This is more probable, as the "Sun" of the afternoon of the 17th, merely alludes to the fact, without giving any particulars, and states too, that Warsaw fell on the 11th instead of the 7th. There is not the slightest reason to doubt the authenticity of this intelligence, as it is expressly stated that the "official intelligence" was received at Berlin on the 11th.

The following is the extract alluded to, from the Sun of the 17th.

[From the Sun.]

"A morning contemporary mentions the capitulation of Warsaw as a catastrophe that took place on the 11th after 'two days bloody fighting in the neighborhood, during which the Russians carried by assault all the entrenchments which had been raised to protect the city.' We have still our hopes that this disastrous news is unfounded; if, however, it unfortunately prove to be correct, we shall tremble for the sensation it will create in the French capital. The people there, feel an intense interest in the cause of the Poles, and will not, we apprehend, tamely brook the intelligence of the fall of Warsaw."

City 12 o'clock.—The most unwelcome news for some time past is announced this morning—the capitulation of Warsaw after two days fighting in its environs, with the storming of the Polish entrenchments by the Russians. The fate of the brave, but unfortunate Poles, is in general deplored throughout the city; some faint hopes are expected from the Polish army, who have made good their retreat towards Plock; no doubt the Emperor of Russia will grant them favorable terms, which they must accept as their point d'appui. Warsaw is lost—we must now look to Paris and the French nation, how they will receive this sad catastrophe, and the effect it will have on the Ministers of the King of the French; but it is too late, the die is cast. In the Stock Exchange they do not give implicit credit to fall of Warsaw, and we wish it was in our power to contradict it. Up to the present time it has not had much effect on the funds.

BRITISH HOUSE OF COMMONS.

FRIDAY, Sept. 16.—Col. Evans presented a petition from the National Reform Association, held at the Crown Tavern, Museum St. Bloomsbury, praying the House to take into consideration the present state of the unfortunate Poles, with a view of addressing His Majesty, praying that his Majesty would be pleased to recognize their cause. Laid on the table and referred to be printed.

Sept. 20.—At home the Reform Bill now approaches the crisis of its fate. The report from the Committee of the House of Commons has been brought up at the third reading of the bill was taken for Monday last, on which day a call of the House was to be made, in order to

secure a full attendance. There is no doubt of its finally passing the House of Commons. The only difficulty is in the other House, and there are still various and most contradictory reports respecting its probable reception by the Lords. On the whole however, the opinion seems to be that it will be passed by a majority. On this point many speak confidently, and in a late discussion in the House of Commons, Lord Althorpe boldly asserted that it would pass, and it is not to be thought that he would have made such a confident assertion without some authority.

The death of the Countess Dowager of Warrington, mother of the Duke of Wellington, the Marquis of Wellesley, Lord Maryborough, Lord Cowley, and the Honorable and Reverend Gerard Wellesley, is announced in the London papers.

London Corn Exchange, Sept. 16.—Our market this morning was dull and nothing but the finest description of grain found purchasers. Wheat supports Monday's prices, but Barley is per quarter cheaper, Oats, Beans and Peas are unaltered.

French Ministry.—The disappointment to which the ministry of M. Perier were obliged to submit at the period of the general election, and which more perhaps than the smallness of the majority in the election of President of the Chamber of Deputies, decided them to offer their resignations, has been recovered by the return of Admiral de Rigny, the Minister of Marine, from the electoral college of Boulogne-sur-Mer; of Charles Dupin, by one of the arrondissements of Paris; and of Marshal Loban, the commander of the National Guard.

Emperor of Brazil.—The new envoy from Brazil to France, M. de la Rocha, does not scruple to declare, even in the mixed society of Paris, that the ex-Emperor is absolutely wrong in the head, "with action and emphasis," says a letter from that capital, "well suited to enforce his opinion."

A pot de vin.—M. Casimir Perier and Marshal Soult, have instituted an action of damages against the editor and proprietor of the Tribune newspaper, for publishing an article accusing those two Ministers of taking a bribe, or pot de vin, from the manufacturers at Birmingham, who have been supplying the French government with arms. Mr. Vincent Nolte, well known in commercial circles here, formerly chief of a leading house in New Orleans was one of the contractors with the French government.

Cour. & Enquirer.

RAIL ROAD.

Extracts from the Report, on the Charleston and Hamburg Rail Road, submitted to the direction, October 18, 1831. By Alexander Black, Commissioner.

A brief memoir of the organization and proceedings of the Company, may prove interesting to the friends of the enterprise at a distance; and serve, to correct many erroneous impressions which obtain among our own citizens.

The Charter was granted in January 1828, and books of Subscriptions opened 17th March following. A sufficient sum only was obtained to authorize the formation of the Company. In the month of May, same year, the Subscribers proceeded to organize the Company by electing their Officers. The Direction, thus charged with the deep responsibility of commencing an enterprise, novel and untried; applied themselves promptly and assiduously, to collect all the facts calculated to shed light on the subject. In the absence of experience, the sources of information were few and imperfect.

During the winter of 1828 '29, an experimental line of survey was executed by a Brigade of U. S. Civil Engineers, under the direction of Dr. Howard. The result proved so entirely satisfactory, that the Board determined, on engaging the services of a person, qualified to aid and direct them in the performances of their duties. Horatio Allen, Esq. was selected, who explored the route in the winter of 1829 and 1830. Meantime, the Stockholders empowered the Direction, to construct a section of the Road as an experiment, & to import a quantity of iron. Accordingly, 3 or 4 miles of the Road were constructed, and put into operation, practically demonstrating the great superiority of Rail Roads, as a medium of communication, over every other mode hitherto known. Doubts and fears as to its practicability and utility vanished. Still the capital secured, was only \$350,000, a sum too inconsiderable to justify embarking seriously in a work of such magnitude. By an importunity, which would yield to no denial; and a perseverance which could not be dismayed; the Direction succeeded in completing the subscription to a capital of \$800,000 in August 1830. Then, and not till then, the affairs of the Company assumed an encouraging aspect. Active operations were commenced forthwith. Mr. Allen, with an efficient corps of Engineers, took the field on the 18 November 1830. Contractors were invited; engagements for materials entered into; and in some cases, the Contractor with his working force, appeared on the ground; before it was possible to adjust the line of location satisfactorily.

(It therefore appears that it is only four

months since the Direction were in a situation as it respects capital to venture on arrangements involving a completion of the work, and that it is less than twelve months since the survey with a view to definitive location commenced. That taking into consideration the sparse population of our country, and a climate which limits the year's work of the stranger to eight months' service; the progress of operations may safely challenge a comparison with any similar undertaking in the United States. And it is not arrogant, to indulge the pleasing hope, that South Carolina will realize the first hundred miles of Rail Road in a continued line, hitherto constructed in the world.

It may be considered an act of supererogation on my part, to travel out of the obvious line of official duty into miscellaneous matter; still, the current object is urged by those who withhold their aid and patronage, should be noticed. Among the most prominent of these objections is the destructibility of the material.

It is commonly remarked, "That the Road will not last;" "That one end will be rotten before the other can be completed;" "If it was built of Stone or Iron, it would have confidence," &c. I have heard these observations frequently made by persons sensible on other subjects, and seen them acceded to, as truisms, by the bystanders and by them, no doubt again reiterated.

It is the province of wisdom, to conform circumstances to the means and resources available. In countries where stone and iron abound, and capital is redundant, roads, houses and bridges are chiefly constructed of those materials. In many situations it is economy to do so, owing to the high price of timber. The timber which was used to make one mile of the State Road, would cost in England an amount sufficient to construct two miles of their ordinary turnpike roads made of stone. It would therefore be unwise in England to build a road of wood, and it would have been worse than folly, to have undergone the advantages of the State Road until we could afford to build one of stone. Houses, wharves and bridges, built of wood, are every where around us. It is known they will not last forever—'tis sufficient to know that the benefit derived justifies the investment. But a judicious selection of material and due care, they may be made to subserve the purposes intended during the life of man. It is surely not unfair to apply the same principles of reasoning to the Rail Road.

The repairs and renewals will be no more felt than in keeping up a bridge, when a place of timber exhibits symptoms of decay or weakness, it is removed and a substantial one substituted. How many bridges have been maintained 20, 30 or 40 years, and so frequently renewed, that perhaps not one original piece, of timber remained, without producing any serious inconvenience to the public or the Proprietors?

By referring to the original Reports on the subject of this Rail Road, it will be remarked, in the calculations made as to the probable net revenue, that \$20,000 per annum was previously deducted from the assumed gross income, and set apart for repairs and reconstruction—a sum nearly adequate to keep it up in perpetuity, admitting it should require renewal of the perishable material every 10 years.

That attention must be bestowed on it, and means taken to protect the timber against the influence of the weather, is admitted. Paint is used to protect a house; tar, varnish and pitch to preserve a ship; omit these precautionary measures, and how soon does the one become a ruin, and the other a wreck. Turpentine and oil well laid on in a hot state, is the preparation applied to the transverse pieces and rails. A regard to economy influenced the selection of these ingredients from the many which were proposed for the purpose.

The ulterior substitution of stone as the foundation when the wooden supports give away, is a view of the subject which early occurred to the Board.—This question is to be determined at a future day. It may, however, be gratifying to know that the facilities for accomplishing this object are within our reach whenever the expediency of so doing is determined. I am informed that there are several beds of stone contiguous to the line of the road, between the Upper Three Runs & Hamburg, which readily yields to the workman's chisel, and by exposure to the atmosphere becomes very hard. Should our expectations as to its fitness be disappointed, on a minute examination, recourse may be had to those vast bodies of Granite which lie on the margin of the Savannah river, within a few miles of Hamburg.

The transportation of the material to the spot where it is wanted, will add very little to the annual expenditure. The Crop is generally conveyed to the seaboard market by the latter end of June. There will therefore be but little descending trade in the months of July, Aug. Sept. and Oct. In the two latter months, considerable up freight in merchandise will offer. On the return trips, the moving power had better be used in conveying the stone than, what

ed, an interference to the regular traffic of commodities will be in consequence occasioned.

But, even should there be an compensating employment, it is obvious, that arrivals and departures must be regulated by a system as certain and prompt as the mail arrangements. The attendants must be retained throughout the year, and whether profitably employed, or not, receive their wages and maintenance.

By charging them with the performance of this business, nothing is added to the annual expenditure, except an increase of fuel. The wooden foundation may be thus gradually transformed into stone, without interrupting the regular trips, by incurring no other expense except that of shaping and adjusting the stone support; and it is believed can be effected for the amount estimated for repairs and renewals, if permitted to accumulate for the term of ten years.

FROM THE BANNER THE CONSTITUTION.

The following are specimens of the fallacies of the American System:

"That it is patriotic to encourage domestic manufactures."—It is patriotic to encourage domestic industry, whether it be employed in agriculture, commerce, or manufactures. That man is the most entitled to the appellation of patriot, who maintains the policy which will feed and clothe the whole body of his fellow citizens at the cheapest rate; or, what is the same thing, with the least possible sacrifice of labour. Hence, the greatest patriots in Great Britain, are those who oppose the Corn Laws, because these laws make bread dear; and, in the United States the greatest patriots are those who oppose high duties upon foreign manufactures, because they make clothing dear.

"That the consuming of foreign manufactures is being tributary to foreign industry."—Just as much as foreign nations are tributary to American industry for the products which we exchange for those manufactures. Foreign commodities can only be procured with domestic commodities. Foreign industry can only be employed for our benefit, so far as we employ our industry for the benefit of foreigners. For every dollar's worth of foreign productions imported, we must export an equivalent in domestic productions, commerce being an exchange of things of equal value of the place where the exchange is made.

"That the refusal to take every thing almost but cotton, by Great Britain, is an evil to the United States."—That the refusal by Great Britain to take our flour, prevents us from selling to her that particular article, to a certain extent, is undoubtedly true, but it does not diminish the aggregate of her purchases from us. There are no limits to the extent that she would purchase from us the articles which we have for sale, except those imposed by ourselves. If we say to her, We will not have your manufactures, we say at the same time, we deprive you of the power of purchasing from us commodities of precisely equal value. The evil, therefore, as far as any is supposed to exist, is imputable to ourselves. Let us abolish high duties on the fabrics of Great Britain, and we have no doubt that she would very soon find it for her interest to abolish her prohibitory Corn Laws. The desire to sell to us would be so great, that she would needs resort to the only expedient of accomplishing that object—that is, by enlarging the assortment of products to be purchased from us—for she knows that a nation, to the extent that she will not buy, cannot sell.



PIAT JUSTITIA RUAT CORBUN.

Salisbury:

NOVEMBER 14, 1831.

PUBLIC MEETING.

A meeting of the friends of Internal Improvement will be held in the Ch. House on Thursday the 24th instant (it being Thursday of our County Court.) The citizens of Rowan generally are invited to attend.

THE COMMITTEE.

The importance of some means of intercommunication between the different parts of our State are so apparent, that we hope there will be a general attendance; at the above meeting of the citizens of this county. We are not sanguine as to believe that this infant effort to arouse public sentiment upon the subject of Internal Improvement in this State, will be immediately successful; but we think it is high time that the subject should be agitated and we fondly trust that its importance will, at some future day, be made so apparent that there will not be an individual in the State, who would not be found in its favor.

This is purely a State concern, and we hope that every man in the State party he may be will be found on its side. Upon this subject we can all meet as it were upon neutral ground, without bringing with us our party feelings and party opinions.

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We believe that no individual in North Carolina is more proud of being a native of the State than the writer of this;—we believe that no individual in the State more heartily condemns the old singing about the poverty and degradation of North Carolina than he does, but it is a fact which cannot be controverted that we are a century behind many of our sister States in that march of improvement, which is the pride and boast of the present age. Every State in the Union almost has done more or less towards its internal improvement, while we have sat with our fingers in our mouths, idle & vacant spectators of their flourishing condition. Let not this state of things any longer remain, but let us put our shoulders to the wheel and do something worthy of one of the proudest of the old thirteen.

In looking about for the means most likely to effect the greatest good, the meeting which was held here on Thursday the 3rd instant, could think of none from which they could anticipate as much as from societies established in the several counties in this State for the purpose of arousing public feeling upon the great subject of INTERNAL IMPROVEMENT in North Carolina. At the meeting which is to be held in this place on Thursday the 26th instant, a society will be formed in this county. We anticipate from it the most flattering results and hope that the plan will be generally acquiesced in, and acted upon by the friends of the subject in every county in the State. We will recur to this subject again;—it is one in which we feel a deep interest.

The miserable attempt of the Monopolists to deceive the friends of Free Trade by pretending to wish for a modification of the Tariff has been met as it deserved. The deception was too shallow to be heeded by the most unwary of our friends. We will listen to no compromise which is not based upon the bone of contention between the two parties, to wit, the protecting principle. Let the friends of the Tariff abandon that, and then we may listen to their overtures, for a modification of that compound of injustice and inequality, the Tariff, but not until then.

Thompsonian System.—Much has been said recently upon this subject in this State. We have heretofore refrained from saying any thing about it, for the best of all reasons that we knew nothing about it; and even now we will barely say that we think the course pursued by most Editors towards the friends of the system has been to say the least of it; libelous. While their columns have been open to every thing against the System, they have been shut to every thing in its favor. We shall pursue the same course upon this as upon other subjects, that is, we shall open our columns to both sides, as long as the writers avoid personalities, but so soon as any writer upon either side shall descend to this, our columns shall be shut against his pieces.

There will be a Clay convention at Frankfort Kentucky on the 20th December, for the purpose of nominating a governor and Lt. governor to succeed McClellan and Breathitt and to select an electoral ticket for President and Vice-President.

The Kentucky Gazette advises the friends of Genl. Jackson to follow up the movements of the friends of Mr. Clay, by calling a convention to be held at the same place on the 21st of December.

The Clay Editors and the Anti-Masonic Clay Editors and the Editors of the Baltimore Convention to nominate Wm. Wirt; the latter at the head of whom is Jo. Calves are also manœuvring with the aforesaid members elect, to induce them to nominate Henry Clay. We would not be surprised much if both parties were to