

water. The great wealth derived by New York and England from improvements by Roads and Canals, is very encouraging to us who wish to enter upon similar enterprises. But our physical and social condition, and that of New York and England, are so dissimilar, that any reasoning derived from their example has only a general application to us. Every one knows what an immense and rapid increase of wealth has been the result of the great Canal in New York, and we need not dwell on it. There are facts connected with the improvement of the Roads and Canals in England, not so generally known, that hold out to us the most animating encouragement. It may not be known, that in England, all roads were repaired by contribution in labor to the Reign of Charles 2d (1659) and that not until 1767, (just sixty-seven years ago,) was the system of improving the great roads in that Kingdom, by tolls taken for carriage and travelling on them, made general. It is more remarkable, that, as late as in the year 1763, there was but one Coach running between Edinburgh and London; it set out once a month, and was from 14 to 14 days on the journey. In 1825, there were six or seven Daily Coaches, and they take 40 hours between the two cities—distance 400 miles. All the provinces are now traversed by Stage Coaches, on Turnpike Roads, averaging a speed of ten miles per hour. In 1775 the first act passed in England for a public Canal, and in 1759 the Duke of Bridgewater obtained his first act; and the complete success of his canal led to the general adoption of Canals in England. Now the whole Kingdom is intersected by Canals for trade and passage, the details of which would be foreign to this Address; and since the invention, or rather the perfection, of Railways, and the application of steam power to the traction of loaded carriages on them, they are every where erected and erecting, and passengers are carried on them at a speed of from 20 to 30 miles, and merchandize at an average of 15 miles per hour.

Wonderful and interesting as these facts are, they are equalled by what has been brought to pass in our own country, and even in our own State. The fact that our Postoffice system began in 1764, has not, perhaps, attracted the attention it deserves. In that year, the sum of £133 6s. was allowed by our General Assembly to the Postmaster General of the Province, for establishing a mail for twelve months from Suffolk to the Southern boundary of this Province; probably, the only mail then within our limits. In 1765, the following year, a Committee of the Assembly was raised to contract with the Postmaster-General for a mail from Suffolk to South Carolina. As late as the year 1804 or 1805, the mail was transported from Petersburg to the South, in a sulky or gig, twice a week. Now, Daily Post Coaches ply between Petersburg and Raleigh, for the conveyance of letters and passengers, and a Rail Road extends part of the route from Petersburg to the Roanoke river, on which there is a transit at an average speed of fifteen miles per hour. And, inclusive of the route through Raleigh, there is no less than six lines of Post Coaches crossing the State from North to South three times a week, two to the eastward of Raleigh, and three to the westward. Besides, there are several lines of Post Coaches running East and West from Raleigh, and one running from the head of the Petersburg Railway West; and there are lateral lines connected with these great routes. By the Northern lines, the passengers reach Washington City in three days, Philadelphia in four, and New York in less than five days from Raleigh. It must be, that a system of conveyance which has sprung into such consequence as a public conveyance, and on which such an amount of capital has found profitable investment in the short space of thirty years, demands that it should be further improved by adopting the best roads and machines for locomotion which the genius of man has devised. If, in this short period, we have passed from the humble conveyance of a gig on a single road, bringing a few antiquated letters at a rate (stoppage included) perhaps not averaging a mile an hour, to having every considerable town in the State visited daily, or at most in every two or three days, by Fourhorse Coaches, loaded with persons and news from every quarter of the globe, we may (say, must, we should say,) venture upon an expense necessary to construct Rail Roads travelled by steam power, which would not only carry us and bring our letters and periodical literature at a speed of from 240 to 360 miles in the 24 hours, but would transport hundreds of tons of our products and of our imports in foreign necessities and luxuries at the same rate, with perfect safety, and with the most definite certainty as to time. Such an amount of Stage Coach travelling conducted in the State, on one or more Railways from and to proper points on our Northern and Southern Eastern and Western boundaries, would surely pay tolls on passengers and letters and papers at so high a rate that our exports and imports might be carried at a proportionably low rate. They might thus be relieved from the enormous tax with which, according to the present mode of carriage, they are burthened. On this part of the subject, it is pertinent to remark, that our Internal Improvement Convention had information before them, on which they could implicitly rely, that the Stock of the Petersburg Railway was profitable, and that of its daily or weekly profits, the larger share was received from the transit of passengers. The importance of this fact to our inquiry cannot be overrated: for we have the power to extend this Rail Road through a country as rich as that between Petersburg and the Roanoke, and to continue it along the same travelling route to the South, from whence the Petersburg Railway has received its principal travelling patronage. That the Petersburg Railway receives from the carriage of passengers profits larger in amount, and at a higher rate, than from produce, is not an anomalous fact, and confined to that road, but it is in coincidence with the experience on other similar works. Such was the result, contrary to expectation, on the great Railway between Manchester and Liverpool, and it is also on that between Philadelphia and New York. In laying down Railways with us, this law of their profits should not be lost sight of. The routes should always be chosen with a view to the transit of passengers, that, from their excessive profits being made, as light a toll as possible may be taken for the carriage of produce and merchandize. For it is our great desideratum, in the pursuit of wealth, that our agricultural products should not only be relieved from the enhancement of their value to us, by reason of the greater cost of their transportation, but that, as to some of them, our scantiness of crop from an unfavorable soil and climate should be counterbalanced by a cheaper and quicker carriage to market.

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

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

It is not easy, if we had space for it, to anticipate what would be the result of such a plan of Internal Improvements as has been proposed by the Convention, executed according to our suggestions. Not only would our Cotton be relieved from the cost added to its production by the present inconvenient and expensive mode of transport, but we should be enabled to divert the labor of the middle and western counties to the culture of bread stuffs, for which none of our competitors in any of the States have a more favorable climate; and if our soil should be improved by a judicious husbandry, we have nothing to fear on this branch of our industry from any competition. A great many articles, the culture of which does not enter into our rural economy, would be found to yield great profit, when they could be sent in a short time and by a cheap conveyance to market. Nor is this all; it seems to us that one of the greatest of the improvements to be expected from the application of steam to the drawing of great weights upon a railway is, that it will alter the location of large towns and cities. Heretofore they have grown up upon the sea coast, or of large rivers, where the heavy articles necessary for building houses and for fuel and provisions for their dense population, might be brought by water carriage; as might also the bulky raw materials on which the industry of their artisans might find employment, and from whence, by the same means, the product of their labor could be easily sent to their customers. Now when from 50 to 200 tons can be drawn on a Railway at the rate of 10 or 15 miles in an hour, by this new application of steam power, the location of cities will not depend altogether on the proximity of the sea or a river, and assuredly large inland towns may and will spring up in rich agricultural districts remote from the ocean and the great rivers. In fact, in England, the large manufacturing towns of Manchester, Leeds, Bolton, Birmingham, Sheffield, and Preston, are inland, and they are supplied with all things necessary for building, for fuel, for provisions, and for the processes in the arts, and with a vent for their fabrics of the loom and anvil, by artificial Canals, and latterly by Rail-Roads. This seems to us to meet one of our great wants. If considerable towns can be built up in the interior of our State on the routes of Canals and Railways, the effect on our wealth will equal any sober calculation.

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

citizens of paramount importance, they can be thoroughly taught in the useful arts and in domestic economy, whereby they can enter on life with such knowledge, skill, and habits, as will put within their power comfort and independence and usefulness and respectability.

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

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

And now, to bring to a conclusion an Address which a desire to advance your welfare has drawn out to a length far beyond what was intended, permit us to say with frankness, but in the most kindly spirit, that the depression of our industry, and our want of political influence, our misfortunes, as we may well call them, have received their keener edge from the consideration that they are in part the necessary, the bitter consequences, of a supine and narrow legislation. As a people, we have literally taken no thoughts for ourselves, what we should eat or what we should put on. We have left the State to grow like the lily of the field, and verily, it is not arrayed like Solomon in all his glory. Let us, fellow-countrymen, change this wretched policy which has bound us down to poverty, or sent us exiles from our native land, to seek in the wilds of the West that provision for our wants, and establishment for our children, which was denied to our industry at home. The power to redress your grievances lies entirely with your selves. Assemble in your respective Counties, and demand of your Representatives, to whom you commit the fate of yourselves and children, that they will adopt some scheme of improvement commensurate with the wants of the State, and that they will bring some work of such magnitude that on its completion we may know from an actual experiment whether the State can be improved. If such pledge be taken generally in the counties, we shall at last have some legislative action on Internal Improvements, and it seems pretty certain, from the proceedings of the last Assembly, that we shall not fail them.

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

DUNCAN CAMERON, Chairman.
GEORGE E. BAINGER,
DANIEL L. BARRINGER,
WILLIAM BOYLAN,
WILLIAM H. HAYWOOD, Jr.,
CHARLES L. HINTON,
JAMES IRIGG,
GAVIN IRIDELL,
ALFRED JONES,
HENRY SEAWELL,
Raleigh, April, 1834.

From the Philadelphia Commercial Intelligencer.

REIGN OF TERROR.
Since the days of the Revolution, no city in America has witnessed such outrageous and disgraceful proceedings as those which have signalized the attempts of the collar party in New York, to overawe the sober and orderly portion of the community by brute and ruffian violence. The record of these diabolical acts will remain, and be pointed at, as a perpetual sneer against our free rights and institutions. Is it possible that, in a country like this, the people are to be overruled by rebellious and blood-thirsty factions? That the peaceable citizen, whose fathers fought for the freedom of their native land, shall not be permitted to deposit his honest suffrage, without endangering his life? What would even a victory be to the collar party in a community of upright freemen, when they were debarr'd, by an armed and tumultuous faction, from the exercise of their high prerogatives as voters? It would be a foul disgrace—a libel upon the name.

The packet ship Pacific, Captain Waite, has arrived at New York from Liverpool, whence she sailed on the 11th March.

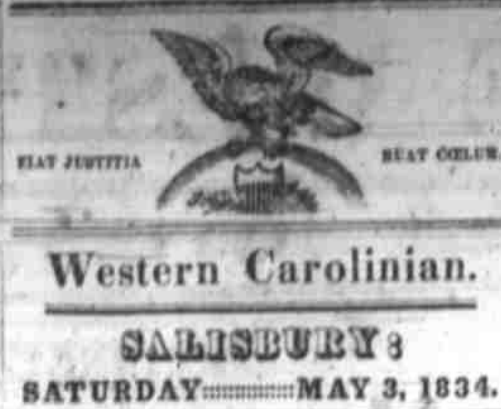
Lord Bexley in answer to a question, said he should take time to consider whether a Bill for the removal of the civil disabilities of the Jews would be introduced during the present session.

Paris letters are to the 8th, inclusive. Gen. Lafayette had nearly recovered his health, and was expected soon to resume his seat in the Chambers.

Accounts have since been received down to the 16th March, by the ship Europe, Capt. Maxwell.

A motion had been made, in the British House of Commons, for relieving the Archbishops and Bishops of the Established Church from their legislative and judicial duties in the House of Peers. It was negatived, by a majority of 67 votes.

The French Chamber of Deputies was engaged in discussing a bill introduced by the Government, for putting down illegal associations. It caused considerable excitement both in and out of doors.



WESTERN CAROLINIAN.
SALISBURY:
SATURDAY, MAY 3, 1834.
INTERNAL IMPROVEMENT.
To the politeness of a friend in Raleigh we are indebted for a copy of the Address of the Central Convention on Internal Improvement. We this day spread it before our readers, who will find in it an able practical view of this subject, so important to the interest and character of the State of North Carolina.

PROGRESS OF REFORM.
We congratulate the friends of Constitutional Reform in North Carolina, on the steady progress of the cause, and the prospect of the speedy adjustment of a question which has long distracted the State and retarded her in the career of generous and enlightened rivalry with her sisters.

The unyielding opposition of our Eastern brethren has sprung, we are convinced, not so much from an indisposition to do justice, as from an ignorance that injustice attends our existing system, and that its operation is unprofitably onerous to all parts of the community. The fatal error has been too long cherished, that the East and the West have antagonistic interests, and that measures which would be beneficial to one must necessarily be injurious to the other: hence the reluctance of that section, which has the power, to surrender any part of it. But, under the happy influence of increased intercourse between the different sections, and of the liberality of the Press, the delusion is vanishing away; and we now indulge the hope that, notwithstanding the opposition of a great many, and the continued opposition of some, one of the main obstacles to the advancement of North Carolina will soon be removed.

Of all kinds of dissensions in a community, those which spring from geographical divisions, or local jealousies, are the most to be deplored. They make angry, if not enemies, to each other, those whom a community of laws and of civil and political institutions ought to make friends, and convert the natural causes of good feeling into bitter sources of pernicious strife. Let us wrangle no more about Eastern and Western, Cape Fear and Roanoke interests!—but let us unite as North Carolinians having one common interest, as we really have, in the improvement of the State!

We are deeply mortified, and sometimes provoked almost past endurance, by the habitual contempt with which our native State is spoken of. And, although we invariably repay such contempt with scorn, still the consciousness of our comparatively obscure position among our Confederate Sisters allows no solace to our wounded State pride. Not is there any mitigation of pain derived from the reflection that North Carolina is not in the back ground because she is destitute of physical or intellectual resources, but because she is unimproving. On the contrary, she serves but to augment our impatience: for we know that she does possess the means of distinction. And why should she not exert them? Is it a sin for a State to yield to the impulses of a generous emulation in promotion of the arts which add to the comforts and embellishments of life? If so, then away with all modern improvements, and let us return at once to a plain pastoral state, or adopt the imitative habits of the wandering Arabs. Indeed, our people have already become, to some extent, a wandering race; and, unless enlightened public munificence shall unite with individual enterprise in overcoming the few obstacles which nature threw in our way as stimulants to exertion, we shall, before many years, exhibit to the traveller's eye dreary solitudes, with scarce a hut to cheer the unwearied seer.

It is gratifying and encouraging to find several papers in the Eastern part of the State opening their columns to the discussion of the Convention Question. The "Newbern Spectator" is especially entitled to honorable notice, for the impartial and liberal course it pursues in relation to this subject, and indeed to all that are interesting to a North Carolinian. That we have, in the Athens of our Commonwealth, an ally so able and so zealous, is a circumstance peculiarly calculated to embolden our hopes of success.

We likewise calculate on very efficient aid from the "Oxford Examiner." We hope it has a long list of subscribers in the good old County of Warren, which has got woefully out of the Republican gears, particularly on the subject of Convention.

THE "PROTEST."
Of all the extraordinary documents we have ever seen, the Protest is the most remarkable, and the most alarming, (not excepting the Proclamation itself) to the friends of Constitutional Liberty.

By organizing our Government with two Legislative departments, an Executive, and a Judiciary, the illustrious founders of it, hoped to erect such counteracting checks as might prevent one from infringing upon the others and usurping improper authority. But our present Chief Magistrate, arrogantly pretending to be the sole "Representative of the People," has, by degrees, practically usurped all the powers of the Government, and has at last come out with a bold and formal declaration of his right to such power!

While reading that part of the "Protest" which charges the Senate with a dereliction of duty, we were forcibly reminded of the like conduct of Oliver Cromwell, so happily alluded to by Mr. McDuffie in his late admirable speech; and we were almost prepared to see our PROTECTOR, like him of England, proceed at once to dissolve the Senate. But, since the late developments of public sentiment, he seems to hesitate a little on this last step, which only is necessary to complete the parallel between himself and the cutting hypocritical usurper of England. He appears to think it prudent to make one more effort to destroy public confidence in the unshaken Senate. Accordingly, he has ingeniously and insidiously impeached the integrity of Senators; and, relying still upon the devotion of Americans to his person, has attempted to rekindle the expiring sympathies of a generous but abused People; by hollow professions of his patriotism, and the exposure of the wounds received in fighting the battles of his country.

In the name of reason we ask, does General Jackson suppose that his exploit at Orleans gives him a claim upon the unlimited indulgence of his countrymen?

What was that battle—what were all the battles of the war, both by land and sea, fought for? Was it all for the glory of ONE MAN! We have always thought that the war was declared and prosecuted for the maintenance of "Free Trade and Sailors' Rights"—for the rights of all American Citizens—not the "glory" and aggrandizement of a single individual. But we may be mistaken in this; and, admitting that we are, let us not the Hero of Orleans been sufficiently glorified? His name has been given to every thing animate and inanimate, from a pin up to a steamboat, and from a dog to man who bears the Divine image!

If money were his object, has he not been profusely rewarded? Without taking into account the many thousands he received for his patriotic military services—(George Washington would receive no pecuniary compensation for his military services)—Gen. Jackson receives every year \$25,000, which, in the eight years of his Presidency, will make \$200,000!

Here is glory and money enough almost to satisfy a Napoleon in the plenitude of his power. But the American Dictator, like the Corsican, cannot be satisfied till he has put down all rivals, and secured a principality for all his favorites. And this is to be done by exonerating his deeds of valor, exhibiting his scars, and pointing to glory!

"Now in the names of all the gods at once,
Upon what meat does this our Caesar feed,
That he is grown so great?
When went he forth with angels, since the great flood,
But it was found with more than one man?"

For our part, we are sickened with this heathenish glorification—dedication—of a man of mere common mortality. It is disgraceful to this enlightened age—it is more disgraceful to us as free Americans, but most of all as Christians, to show more devotion to one who was at best but the humble instrument, under Providence, in saving a city from captivity, than was paid, during his sojourn on earth, to Him who led captivity itself captive. O tempora! O mores!

MORE BACKING OUT!
By the comments of these twin-charlatans, "The Globe," and the "Reclamation Enquirer," who have a "sieve for every sore," we were prepared to see the Executive once more swallow his own spittle.

The late "PROTEST," like its forerunner the Proclamation, being found to contain matter which the Whigs of the country could not digest, the poor A. U. TOMATON companion of that nostrum has been driven to the humiliating necessity of acknowledging that it contains ingredients that he was not aware of. To be plain, the mail of Tuesday morning brought us a document purporting to be supplemental to the Protest—Message to the Senate, in which the President recants part of his extraordinary claims to absolute power, and tries to acquit himself of blame by pleading that his meaning was misunderstood!

Now, in the name of common sense and honesty, has the President no man among his lawful counsellors who understands and can write plain English! Mr. McLane and Mr. Case both have the deserved reputation of being good scholars and fine writers. If, then, he were desirous of being understood, why did he not get them to correct the ambiguities of his Protest!

The truth is, that the Protest, like the Proclamation, was put out as a feeler, to see how far he could go in the assumption of power. They were both, therefore, written in an ambiguous jesuitical style—one part clearly claiming, and another faintly not-claiming, unlimited power.

We consider such documents, in their best construction, a gross insult to the American People. They have been too long imposed upon by the convenient phraseology of "Judicious Tariffs," "National objects of Improvement," "A Constitutional National Bank," &c. &c.

What other President has ever been under the necessity of giving a key to unlock the mysteries of a Message! None! It was reserved for the instruments of Van Buren, Kendall, & Co., to introduce this mystical jesuitical style of addressing the People on the most important subjects that can engage their attention. It is high time, we think, to return to plain English and common honesty.

When we hear a man perpetually trumpeting his own fame, and boasting of his patriotism and valor, as General Jackson does, we are very apt to suspect that personal glory, not the glory or safety of his country, is his ruling passion.

Julius Caesar was certainly one of the greatest men that ever lived; he was an usurper, it is true, but he was learned, eloquent, brave, and generous. He never speaks of himself in the first person; but our Caesar is a "plain blunt man," who despises all rules. "I," says General Jackson, "have bled for my country"—therefore I have a right to power. "I assume the responsibility of removing the deposits."—"I'll crush the monster, the Bank."—"I'll put down the Senate, appoint who I please to offices, and manage all the money, lands, and all other property of the United States, as I please."

Such is Andrew Jackson, who has been ridiculously called a Second Washington!

But, look on that picture, and then on this.—In Wirt's Life of Patrick Henry an anecdote is related of Col. Washington, the future "Father of his Country," which places his character, while yet a comparatively young man, in such fascinating and striking contrast with the character of General Jackson, the brazen author of the "Protest," that we shall give it without abridgment. And let Heroes and their admirers both learn that modesty, as well as courage, is necessary to constitute a true Hero, or at least a great man, such as Washington was.

Talk of comparing Washington with Jackson! Poh! Hyperion to a Satyr." But to the anecdote:

When Col. Washington had closed his career in the French and Indian war, and had become a member of the House of Burgesses, the Speaker was directed, by a vote of the House, to return their thanks to that gentleman, on behalf of the Colony, for the distinguished military services which he had rendered to his country. As soon as Col. Washington took his seat, Mr. Robinson, (the Speaker,) in obedience to this order, and following the impulse of his own generous and grateful heart, discharged the duty, with great dignity, but with such warmth of coloring and strength of expression as entirely confounded the young hero. He rose to express his acknowledgments for the honor; but such was his trepidation and confusion, that he could not give distinct utterance to a single syllable. He blushed, stammered, and trembled, for a moment; when the Speaker relieved him, by a stroke of address that would have done honor even to Louis the 14th in his proudest and happiest moment—"Sit down, Mr. Washington, said he, with a conciliating smile, 'your modesty is equal to your valor; and that surpasses the power of any language that I possess.'"

A few weeks ago we noticed a proposition of some of the Union-men in North Carolina to send