

THE BANK.

The danger to be apprehended from trusting to a few hands a large amount of power is too well known and appreciated to need argument among Americans, to lead them to object to its being done. So sensible were the framers of our constitution of it, that they wisely distributed the power of the government among the different departments, and provided for a frequent return of those to be entrusted with power to the body of their fellow citizens. Our legislators and our executive officers have frequently to pass the ordeal of public scrutiny, and their re-election is made to depend upon the judgment of the people with regard to the manner in which they have performed the trusts committed to their hands. No one among us can be found who doubts the propriety of those provisions; and many there are who contend that an undue amount of power and influence has been given to the executive, in the patronage which he possesses, although his nominations to the principal offices under him are submitted to the Senate for their approval or rejection.

There is no power or influence which can be employed with greater effect than the control of a large amount of money. Mr. Clay has truly remarked that the power of the purse is more potent than that of the sword, and history informs us that Philip's money accomplished what his arms, without its aid, could never have effected. It is therefore, important to guard against the effects likely to be produced by permitting a few individuals, to control the influence which is or may be exercised with money, for any great length of time, particularly if they be such as are irresponsible to the people, and cannot be reached, in any manner, through the medium of the ballot boxes, which is the grand corrector of abuses, and the only preservative of the rights of the people.

The Bank of the United States is capable of exercising, and has exercised a most powerful influence, and its power extends throughout the whole country. It can establish branches wherever the directors think proper and they have been established in direct opposition to the will and wishes of some of the state authorities, in places where there was not such an amount of business transacted as to call for any such establishments. The transactions of the Bank and its branches are principally confined to the knowledge of the directors, and those who may be influenced by them, and consequently operate in a manner secret and unseen by the persons who are entrusted with the management of our national affairs, and the great mass of the people. They have their secret service fund which they employ according to their own will and pleasure, without being liable to be called upon for any explanation with regard to the manner or the objects for which it is employed; and in relation to those matters which may be enquired into, they are so great, that it is morally impossible to ascertain, unless the directors see proper to furnish the information, whether they have exercised their power in a proper or improper manner. If they act improperly, it is not to be supposed that they will expose their misdeeds, and that they will not act improperly we have no other security or assurance than the confidence which is reposed in the honesty of the men to whom the power is entrusted. No one would be willing to trust to one man, for any great length of time, the power which is entrusted to the President of the U. States, whose acts are open to the view of the people and the scrutiny of Congress; yet the directors of the Bank possess a power more potent and influential than that of the President, and a very considerable amount of it is exercised in such a manner as to be virtually under the control of the President of that institution, who is known to have employed it in such a manner as to create no very favourable opinion among the people that he would refuse to do that which is improper, and which might have a dangerous tendency upon the liberties of the country. Examinations has been twice made into the management of the affairs of the Bank by Committees of Congress, and although they were, from the very nature of the case, merely partial and extremely limited, being confined to the operations of the mother Bank, and of them such only as the directors chose to be looked into, reports in both cases, were made against the Bank. Had it been possible to look into the hidden mysteries of its operations and to have seen the nature and extent of the transactions of the different branches throughout the wide extent of the country, how different, in all probability, would have been the picture which would have presented itself to the view. In such case, there would have been seen, we have no doubt, the most disgusting and alarming corruptions and enormities.

And what do the friends of the Bank themselves tell us? They have openly boasted of their ability to control the elections to the Presidency; that the government cannot carry on its ordinary functions without its aid, and consequently, according to its will and with its permission, and that it can, at its own will and pleasure, crush at any time, the local banks of the country, and bring upon us, at any moment a wide spread scene of ruin and wretchedness! They boast of possessing as large an amount of specie as all the state Banks of the country. And why is this boast made? Simply to prove the truth of their assertion, that it can crush those Banks. And have we any assurance that it will not attempt to accomplish what they boast of possessing the power to perform? No; we have no such assurance. On the contrary, we know that it has attempted it with some Banks already, and we know not how soon it will attempt it with others. We know that it has attempted to break down one of the Banks in this city by refusing, without the shadow of a reasonable cause, to receive its notes. If this be done in the green tree, the power of which its friends boast, who can presume to say, thus far shalt thou come, but no farther, and here shalt thy proud waves be stayed? If the assertion be true, any at-

tempt to control its power would be as idle and vain as king Canute's order to the sea not to dash its spray upon his person.

What then are the liberties of the country worth if such an incubus is to be permitted to bear upon its bosom? They would not be worth a straw. And shall we sacrifice our liberties for all the advantages it can confer upon a few when compared to the great mass of American people? What madness and folly would it display. Will the people be guilty of such madness and folly? No, verily.—Their voice has gone forth against the Bank, and their voice must be obeyed. They have declared that the Bank shall be put down, and down it must fall.

The following bird's eye view of Europe, by a Parisian correspondent of one of the London journals, strikes us as being both faithfully and happily drawn:—

From no other foreign quarter, except Spain, do we at present expect news of interest. Every where else a sort of calm has succeeded to ferment. In Poland and in Germany order reigns under the influence of the bayonet. In Italy, beginning in the north of the Peninsula, we find that (to use the slang terms of absolutism) *force rests a la loi*, in other words that freedom is trodden under foot. The exliberal Charles Albert, has, it is true, ceased to execute daily his half dozen soldiers or lawyers, but the prisons of Genoa, Alessandria, Chambery, and Pignerol remain crowded with denounced or suspected individuals, who may at his nod become victims or martyrs. The Austrians govern for the Pope in Bologna, and indeed it may be said in the Papal States, notwithstanding that the French ridiculously keep up their laughable garrison in Ancona.—King Ferdinand of Naples asserts, through the columns of the press, (a new medium for conveying regal dogmas in that part of the Peninsula) that disaffection had not for a moment menaced the monarchy. The freebooters of Greece have for the moment submitted to the foreigner placed on the throne of their (I fear) ephemeral kingdom, Mehemet Ali has *malgre lui*, been compelled to content himself with a portion, instead of the entire of the Ottoman Empire.

The New-York Mercantile Advertiser says, that "a letter from Laguayra states that 5550 persons died at Campeachy, of cholera, from the 5th to 31st July.

NOTICE.

PERSONS having in their possession Muskets belonging to the State are requested to return them to the subscriber, on or before the first day of October next, or they will be demanded as the law directs.—Muskets in the hands of the NEWBERN GREYS are not included in this notice.

A. H. RICHARDSON, Town Serg't.
Newbern, Sept. 13th, 1833.

FOR SALE.

THE subscriber intending to remove her residence, offers for sale her large and commodious HOUSE on Pollock-Street. For terms of sale, apply to the undersigned at her residence one door West of Mr. J. Templeton.

ELIZABETH BIGELOW.
September 5, 1833.

MR. MAREK,
Professor of Musick,

Bros leave to return his thanks to the Ladies and Gentlemen of Newbern for the very flattering encouragement he has received since his arrival in this place. He avails himself of this occasion to state that there will be a suspension in his attendance upon pupils until the first of October, when he will resume the exercises of his School. In the mean time, two or three Scholars, in addition to those already engaged, may command his Professional services by leaving their names with Mr. Watson.
Newbern, Sept. 2d, 1833.

To close a Consignment,

THE subscriber offers for sale, at very low prices, for cash, a few superior Copper Stills, from 37 to 85 gallons.
Also, Philadelphia calf skins, sole leather, goat and seal skins, and a variety of other articles.
JOHN TEMPLETON.
Sept. 13, 1833.

NOTICE.

THE undersigned, Clerk of Onslow Superior Court, requests his correspondents to address him at Richlands Post Office, Onslow County.
HENRY W. THOMPSON.
Sept. 10, 1833.

WILL BE SOLD

AT the Court House in Kinston, Lenoir County, on the 5th day of December next, a negro man who calls himself BROWN, and declares himself to be the property of Alexander Solomon, a resident in the West India Islands. He has been confined twelve months in the Jail of Lenoir County, and notice is hereby given to the owner, that unless he comes forward, proves his property, and pays charges, he will be sold on the day above mentioned, according to the law in that case made and provided,
JOHN DAVIS, Sh'ff.
Kinston, Sept. 5, 1833.

\$5 REWARD.

RANAWAY from the subscriber on the 7th instant, a Negro man named BOB, about 50 years of age, 5 feet 3 or 4 inches high, and stout made. He has been an overseer at different times for Edward Mumford, and John Foy, and has a wife at the plantation of Lempuel Simmons, in Jones County. The above reward and reasonable expenses will be paid for the apprehension and confinement in Jail or delivery to me of said negro.
AUGUSTUS S. EMMETT.
Newbern, Sept. 13, 1833.

NOTICE.

BOOTH & PORTER

TAKING this method to inform the public generally, that they have taken JAMES PORTER into copartnership, and that their business will in future be conducted under the name and firm of Booth & Porters.

SILAS C. BOOTH,
EDWIN PORTER,
JAMES PORTER.

Newbern, Sept. 13, 1833.

NEW GOODS.

BOOTH & PORTERS.
HAVE just received, per schr. Trent, from New York, an extensive and general assortment of

HOLLOW WARE,
HARDWARE AND CUTLERY.

Among their assortment may be found the following articles, viz:

Pots, Bake-Pans, Spiders, with and without covers, Tea-Kettles, Dish-Kettles, and composition Sauce-Pans, Trivets and Cast-Iron Mortars, Andirons, Shovels and Tongs, Fry-Pans, Griddles, Gridirons, Sad-Irons, Waffle-Irons and Cast-Iron Furnaces, also Bell-Metal Kettles, Knives and Forks, Carvers and Steels, Pocket, Pen and Dirk Knives, Shears and Scissors, plated Tea and Table Spoons, Britannia do., iron tin'd Tea and Table do., common and Cast-Iron Coffee-Mills, fancy and common Bellows, Silver and Steel Spectacles, Knitting, pack and pound Pins, R. Hemings & Sons's Needles, fancy Fruit Dishes, Bread Pans, Knife Trays and Waiters, of superior quality, Razors and Razor Straps, Snuff Boxes, Shaving Boxes and Brushes, Brass and Iron Pad Locks, brass, iron and tin Candlesticks, Snuffers and Trays, Dressing Boxes, Nurse and Stand Lamps, Signal, tages, Sulky and Pocket Lanterns, Lead Pencils and Steel Pens, gilt, pearl, ivory, horn, wood and bone Buttons, Britannia Coffee Urns, do. Coffee and Tea Pots, do. Slop Bowls, Milk Cups and Tumblers, do. Soup Ladles, also pewter Dishes, Basins and Plates, brass and pewter Faucets and Molasses Gates, patent Balances, Scales and Scale Beams, Steel Yards, Weights and Measures, steel and plated Spurs, Brazilian Tuck and Side Combs, Dressing, Pocket and fine Ivory do., Opadeldoc, Dateman's Drops, British Oil, Lee's Pills, Essence of Peppermint, do. Cinnamon and Lemon.

ALSO,
Patent Reflecting Lamps, a very superior article for lighting Churches—Cast and Sheet Iron Stoves and Stove Pipes, Foot Stoves, Wrapping Paper, and a fresh supply of ground Pepper, &c. &c. &c.
The above Goods will be sold at a small advance from cost.
Newbern, 13th Sept., 1833.

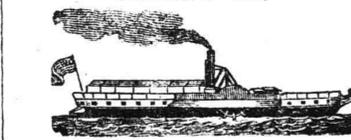
Tin and Sheet-Iron MANUFACTORY.

BOOTH & PORTERS

RESPECTFULLY inform their customers and friends generally, that they continue to keep at their old stand, near the Court House, a full and complete assortment of Tin Ware—both plain and Japan'd;—also Pewter ware, Tin plate, Copper and Sheet Iron, and Brass and Iron wire,—where they continue to manufacture all the various articles in their line of business. Orders thankfully received and punctually attended to. Job work done as usual.

N. B. Gilbert Tuller, is appointed and will act as agent in the absence of the parties, and is duly authorised and empowered to transact all necessary business.
BOOTH & PORTER.
Newbern, Sept. 13, 1833.

THE ELEGANT AND CAPACIOUS STEAM BOAT,



JOHN STONEY, CAPTAIN GREEN,

HAS commenced her regular trips between NEWBERN and ELIZABETH CITY, and will be governed in her operations by the following schedule:

FIRST TRIP.
Leave Newbern on Monday at 5 P. M.
Arrive at Elizabeth on Tuesday in time for the Norfolk stages.

RETURNING.—Leave Elizabeth at 8 P. M. on Tuesday, after the Norfolk stages arrive, and reach Newbern at 6 P. M. on Wednesday, in time for the departure of the Southern, Western and Northern stages.

SECOND TRIP.
Leave Newbern on Friday at 5 P. M.
Arrive at Elizabeth on Saturday in time for the arrival of the Norfolk stages.

RETURNING.—Leave Elizabeth at 10 P. M., on Saturday, after the Norfolk stages arrive, and reach Newbern at 6 P. M. on Sunday. Passengers will remain in Newbern till Monday afternoon, the time of departure of the Southern, Western and Northern stages.

Travellers who adopt the Atlantic Route, via Georgetown and Wilmington, through Newbern to Norfolk, are informed that by the present Steam Boat Route, there will be a saving of one hundred and twenty miles land carriage, with a considerable reduction in the price of fare, and a great addition in point of comfort and convenience. Those who travel the Route via Fayetteville and Waynesborough to Norfolk, are informed that that line is intersected by Waynesboro' by the Raleigh line of Stages at this place, and they would find it much to their interest and comfort to adopt this Route.
J. M. GRANADE, & Co. Agents.
Newbern, September 13th, 1833.

THE HIGHEST CASH PRICES

WILL be given for likely young Negroes of both sexes, from one to 26 years of age.
JOHN GILDERSLEEVE.



THE SENTINEL.

NEWBERN:

FRIDAY, SEPTEMBER 20, 1833.

The proceedings of the Kinston Convention on the subject of Internal Improvement, are inserted below. The ability, the public spirit, and the genuine worth of those who composed this meeting, must impress upon every liberal, reasonable, and unprejudiced mind, a full sense of the deep importance with which the subject is invested. We sincerely wish that we could say something which would excite the feelings and energies of every man in the community, to quick and decisive action. The time has certainly arrived, if it ever can arrive, when we must "be up and doing." On our left, is the prospect of a Rail Road from Wilmington, which will divert from us a large portion of the commerce which we have hitherto possessed; in the North, the Petersburg Rail-way is extending itself, and will soon stretch its branches in every direction to sap away our existence, and on our right, is an inhospitable ocean, which has, until lately, almost denied us the advantages of ordinary navigation.

Let every man among us who has, or expects to have a family, ask himself if he is willing to bring up his children in a country which will be every day declining. If not, it is his imperious duty to his family and his country, to come forward boldly and lend a helping hand for their preservation.

It was intended to call a meeting of the citizens of our Town and County immediately upon this subject, but as it was discovered that many of our citizens are absent at this season of the year, it has been postponed until the first week of our Superior Court.

DISTRICT CONVENTION.

KINSTON, N. C. Sept. 16, 1833.

Convention met.—Present, from Carteret—David W. Borden.

Craven—Wm. Gaston, Jno. H. Bryan, Jno. M. Bryan, Geo. S. Attmore and Wright C. Stanly.

Jones—James W. Howard, Lemuel H. Simmons, Nathan Fosue, Risden M. McDaniel, Hardy Bryan, Owen B. Cox, Emanuel Jarman, Francis Du Val.

Lenoir—Isaac Croom, Geo. Whitfield, Wm. B. Killpatrick, John Cobb, John Williams, Needham Whitfield, Nathan G. Blount.

Wayne—Thomas Kennedy, John W. Sasser, Jas. Griswold, Sampson Lane, H. W. Husted.

Gov. SWAIN being present, was invited to preside over the deliberations of the Convention, and on motion of Col. I. CROOM, conducted to the Chair. H. W. HUSTED was appointed Secretary.

On taking the Chair, the President addressed the Convention in energetic language on the great importance of Internal Improvement to the State of North Carolina, and the means in her power of improving her condition.

After which, on motion of Col. I. CROOM, Resolved, That the President of the Convention appoint two of the Delegates in attendance, from each of the Counties represented, to compose a committee, whose duty it shall be to report on all Resolutions referred to them, and further to report any plan or project of Internal Improvement which they shall believe entitled to the consideration of the Convention.

Whereupon, the following members were appointed. From Carteret—David W. Borden. Craven—Jno. H. Bryan, Wright C. Stanly. Jones—Owen B. Cox, Nathan Fosue. Lenoir—Nathan G. Blount, Isaac Croom. Wayne—John W. Sasser, Sampson Lane, On motion of SAMPSON LANE, Esq. The name of WM. GASTON was added to the above Committee.

On motion of JOHN COBB, Esq. (the following Resolutions were read.)

Resolved, That in the opinion of this Convention, the Internal Improvement of this section of the State, by means of Rail Roads, is preferable to any practicable improvement of the River Neuse.

Resolved, That the Convention recommend to the Legislature to extend liberal aid to the Internal Improvement of the State by Rail Roads—the funds to be raised by loan or taxation.

Which Resolutions were, on motion, referred to the above General Committee.

By OWEN B. COX, Esq.

Resolved, That in the opinion of this Convention, a Rail Road ought to be constructed from the Harbour of Beaufort, through Trenton, and thence the most convenient route to Raleigh.

Which Resolution was referred to the General Committee.

On motion of JNO. H. BRYAN, Esq.

Resolved, That the General Committee be instructed to enquire into the expediency of constructing a Rail Road from Newbern to Waynesborough.

On motion of Col. CROOM,

Resolved, That the General Committee be instructed to enquire into the expediency of constructing a Rail Road from the Town of Beaufort, through Trenton and Kinston to Waynesborough.

On motion, adjourned to nine o'clock to-morrow morning.

TUESDAY, SEPT. 17.

Convention met agreeably to adjournment.

Mr. CROOM, from the General Committee, submitted the following

REPORT

The General Committee to whom was referred various resolutions submitted to the Convention, beg leave to present the following report:

Your committee believing that a numerous and respectable body of their fellow citizens are looking with deep solicitude to the proceedings of this Convention, were fully impressed with the importance of the trust confided to them, of submitting plans of internal improvement to the favorable consideration of this body, which if sanctioned, may conduce permanently to the 'weal or wo' of a large and important section of North Carolina. In encountering these oppressive and responsible duties, they derived no small aid from the confidence which rectitude of purpose and the noble desire to do good, never fail to inspire.

The Committee first considered the expediency of improving the navigation of the river Neuse. From every examination they are able to bestow on this subject, they were satisfied of the impracticability of rendering it such a channel of communication as the wants of the community imperiously require. This stream is filled with logs, stumps, and snags, from Newbern to Smithfield, a distance of two hundred miles. In most of what are called the straight reaches, logs have settled to the bottom, and by presenting obstructions to the floating sand, produced accumulations of it over and between these logs, so as to produce permanent sand-bars commensurate with these sections of the river.

These straight vary in length from a fourth to a mile and a half. The crooks of the river are still

worse. They are filled with logs and trees which are kept naked by the greater force of the current in such places, and render the navigation dangerous where there is plenty of water for boats to pass over abrupt in many places, that it is believed it would be entirely impracticable for a steam-boat to travel in months of the year and often more, the navigation is utterly impeded from the foregoing causes connected with the want of water. Your Committee believes that it would be an Herculean task to remove these obstructions, that it would be attended with as much expense as difficulty, and that when accomplished, would secure but few benefits. But a small portion of the low grounds have been reclaimed, so that the banks of the river are lined nearly its whole course with the original forest growth. These are daily filling in and settling at the bottom. The low grounds too, which on one side or the other and often on both, are co-extensive with the navigable part of the river, are covered with deposits of old logs and brushwood, which are swept into the river by every freshet. In addition to all these objections, it is believed, that if the waters of the river could be compressed into one half its present volume for a considerable portion of every year, it would be too shallow to float a steam-boat. For these reasons, connected with the important fact that this river leads to no point possessing uncommon commercial advantages, the Committee are decidedly of the opinion, that it would be highly inexpedient to incur any expense in improving the navigation of this river.

The attention of your Committee was next directed to the question, whether a rail-road would answer the wants of our community? and what would be the most judicious location for such rail-road?

They are gratified to have it in their power to state, that on both these questions they had but little difficulty in arriving at conclusions clear and satisfactory. As a mode of internal improvement for the transportation of persons and produce with safety, cheapness, and celerity, rail-roads confessedly stand unrivalled. They command no less the approbation than the admiration of all intelligent and observant men. It is sufficient to say in favour of this system, that although in its infancy in this country, there are already more than fifty millions of dollars vested in this species of improvement, that is already extending both in this country and Europe, and though many of the rail-roads now in operation in this country cost exceeding thirty thousand dollars per mile, there is not one the stock of which is not above par. Indeed there has been no instance of rail-road stock selling at par anywhere. This section of our state affords great and peculiar advantages for the construction of rail-roads. It is level, it abounds with the best timber, and provisions and labour are plentiful and cheap. Northern rail-roads are built with southern pine, after an expense is incurred for grading, far exceeding what with us would be the entire cost of constructing. With them too, labour and provisions are higher.

The Committee readily agreed upon what they think the most eligible route for a rail-road. They believe that Newbern District possesses distinguished advantages in this respect. Beaufort inlet and harbour are not only the best in North Carolina, but the best to the south of the Chesapeake, with the exception perhaps of Pensacola. There are 18 feet over Beaufort bar at low water, and in its spacious and commodious harbour 500 vessels can ride with ease and safety. We cannot refrain from expressing surprise that this favored spot should have been so long neglected, and that North Carolinians should have denied them the facilities necessary to create and sustain a great commercial emporium. Add to these that Beaufort is so healthy as to be a place of resort in the sickly season, and nothing is wanting but the produce of the country to insure its rapid advancement, and the prosperity of that portion of country connected with it by rail-road communication. Influenced by these views and considerations, your Committee beg leave to report favourably to the accompanying resolutions.

Resolved, 1. That in the opinion of this Convention, the improvement of this section of the State by means of rail-roads is preferable to any practicable improvement of the river Neuse.

Resolved, 2. That this Convention recommend to the Legislature to extend liberal aid to the Internal Improvement of the State by rail-roads—the funds to be raised by loan or taxation.

Resolved, 3. That in the opinion of this Convention, it is expedient to construct a rail-road from Beaufort through Trenton and Kinston to Waynesborough.

Resolved, 4. That it is expedient to construct a rail-road from the town of Newbern so as to intersect the rail-road from Beaufort to Waynesborough.

Respectfully submitted,

ISAAC CROOM, Ch'm.

Resolution 1st—of the Committee, adopted by the Convention unanimously.

Resolution 2d—Adopted unanimously.

Resolution 3d—On motion of Mr. GASTON, Amended by striking out all after the word "from"—and substituting the words "the waters of Beaufort Harbour, so as to join the contemplated Rail Road from Raleigh, at or near Waynesborough." Which amendment was adopted, yeas 13, nays 11.

Resolution 4th—Rejected.

On motion of Mr. CROOM,

Resolved, That the Internal Improvement Committee appointed by the President of the Raleigh Convention, for the several Counties interested, be authorised forthwith to open Books of Subscription in their respective Counties, for a Rail Road from Beaufort Harbour to Waynesborough, by the most eligible route—and to appoint Sub-Committees to solicit subscriptions for the same purpose.

On motion of JNO. H. BRYAN, Esq., it was unanimously

Resolved, That the thanks of this Convention be presented to his Excellency Governor SWAIN for his zealous co-operation in forwarding the cause of Internal Improvement; and for his able and courteous discharge of the duties of the Chair.

On motion of GEO. S. ATTMORE, Esq.,

Resolved, That the thanks of this Convention be presented to the Secretary of the Convention for his faithful discharge of the duties of his office.

On motion of DAVID W. BORDEN, Esq.

Resolved, That the proceeding of this Convention be published in the papers of the State favorable to Internal Improvements.

Convention adjourned.

H. W. HUSTED, Secretary.

At the close of the Convention in Kinston, books of subscription were opened and \$30,000 were promptly calculated. It is believed that at a very moderate subscription, this sum will be doubled in Lenoir.

The Hillsborough Rail Road Convention met agreeably to adjournment on the 9th ult., Judge Ruffin presiding. One day was consumed in the deliberations, and the resolutions upon which they agreed are of a very prompt and decisive character. In substance, it is determined that a rail road shall be constructed, commencing at Weldon, and running into the Western part of the State, and that a charter be obtained from the next Legislature, incorporating the "Roanoke and Yadkin Rail Road Company." A resolution also passed (not unanimously) recommending it as correct policy, for the State to take two-fifths of the Stock of any Internal Improvement Company, where the other three-fifths have been taken by responsible persons.