THE NORTH-CAROLINA STAR.

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DIRECT TRADE—A CHANCE FOR THE SOUTH.

This is the title of a Pamphlet which we have just read with great interest. Its publication seems to have been occasioned by the recent Southern Conventions held for the purpose of promoting Direct Trade. It is the production of a ready and accomplished writer, and a bold and original thinker, who unites to a devotion to scientific pursuits, the sagacity of rendering them subservient to practical ends. It is anonymous, and from the style and matter, we doubt not, justly so to the pen of Lieut. Maury, who has, of late, so rapidly risen to distinction, as much by his widely useful labors, as from his transcendant genius, inferior to the envable reputation which he enjoys at home.

The pamphlet treats of the adaptation of Norfolk, by nature, to sustain a Direct trade;—the causes which have produced a diversion from Southern ports of the trade they once enjoyed, and the effects of this diversion on the Northern States, to which it has been directed and then proposes a means by which the South may yet repair the effects of its past inaction, and recover its lost ground, by turning the attention to the South rather than to Europe, and by taking the lead in the effort to develop and to secure to itself the magnificent commerce of the great valley of the Amazon. The matter of the Pamphlet is interesting, and the suggestions it makes are so well worthy the consideration of the people and the Government of the United States, and particularly of the statesmen of the South, that we propose to lay before our readers a synopsis of its contents.

Norfolk is a place to have commanded the business of the Atlantic Seaboard—it is midway between Boston and Charleston—has a back country of great fertility and resources, and is the approaches to it from the Ocean, more easy and safe than those to Boston, from the St. Johns to the Rio Grande, which have the same feature of exposure and egress at all times and in all weathers. The ease of entering by it is due to the peculiar shape of the land, from the concave form of the Atlantic coast, and the divergence of the Valley walls, and this more than compensates for least fertility, or even the comparative poverty of corn, wheat and tobacco, the staples of commerce.

The natural advantages of the position will be discovered by one who will compare the back country of Norfolk with that of New York. The country drained by the Hudson is a large country, which is naturally tributary to New York. But the back country of Norfolk is all that which is drained by the Chesapeake Bay—embraced by a line drawn along the ridge between the Delaware and Chesapeake; thence northwardly, including all Pennsylvania that is in the valley of the Susquehannah—all of Maryland this side of the mountains—the valleys of the Potomac, Rappahannock, York and James Rivers—with the valley of the Roanoke and a great part of the State of North Carolina, whose only outlet to the Sea is by way of Norfolk.

Virginia has these advantages and slept upon them. Nature had placed them in her hands and she did not dream that man could take them away. But the enterprise of New York has taken them away. The South now wants to regain her direct trade. We do not wish to discourage the effort, great as the odds against Norfolk may seem, for we know that there are men in the South who have energy, enterprise and capacity enough for anything that energy, enterprise and capacity can effect. But let us first examine how the South came to lose the direct trade and the North to get it. We shall then know better how to proceed and what to do towards recovering it.

The course of navigation from Europe used to be down the coast of Africa to the region of the North East trade winds. The ships ran with these winds to Charleston or the Capes of Carolina, or Virginia, whence they took a fresh departure for New York, Boston or some other New England port, and if they met a North West gale or a snow storm off New York or Boston, as they often did in winter, they would run back South and lay in Charleston until next Spring, waiting for good weather and a fair opportunity for going Northward again.

This made Charleston and Norfolk a relay station, and placed them on the commercial highway form Old to New England.

The existence of the Gulf stream was known a long time before, but it was not known that its waters were warmer than those of the adjacent Sea; and it was not known until 1796 '7 that the longitude could be ascertained from this difference of temperature by dipping a thermometer into it. When John Adams was returning in a French man-of-war, the Sensible, from his first mission to France, they did not discover the longitude until they got soundings in the waters of America. But from 1796'7 dates a new era in commerce and navigation, and a modern vessel would cross the Atlantic, while the frigate "Sensible" was seeking her longitude.

This discovery, together with cotemporaneous improvements in naval architecture, enabled ships from Europe to approach the coast of the United States with the Gulf stream for a beacon, and enabled them to beat against the Gulf stream and the prevailing westerly winds of the direct route.

And then Charleston ceased to be a half way house, and was made an outside station.

From 1776 dates a new era in the political affairs of the country, and from 1796—20 years after, and so on at intervals of twenty years—dates regularly a new era in commerce and navigation. In 1796 was the era of the water thermometer—in 1816 the era of the Packet system commenced. In that year, Jeremiah Thompson, Isaac Wright and others, put three vessels of three or four hundred tons each on the line to Liverpool, to sail, on stated days, regularly once a month. The Croakers said they were entirely too large, and that often the day of sailing would arrive when there would be neither passengers nor freight to take. But the "Liners," as they were called, went on increasing in size, in numbers, and in favor with the merchants, until the sea became white with their sails; and opposition lines were got up to Liverpool; independent ones to London and Havre, and lines of packet ships, packet brigs, and packet schooners, were established between New York and every seaport town of the U. S. The packet ships carried the mails across the Atlantic. They made New York the point of communication with the Old World, and they controlled the business of dispatch for the whole country. So completely had they monopolized for New York every thing in way of foreign business, travel and correspondence, that in the year 1806, the end of another period of 20 years, there was not a single ship that cleared from Boston for Liverpool.

In 1807 commenced the era of Ocean Steam Navigation, though 20 years before the South had put out an *Equal Courier* from Georgia. The South, however, tested control with the honor of being the first to stride across the Atlantic under steam. For though at that time various Conventions were held at the South, loading the merchants of the South to the south Neptune admonishes to Sulmo—to engage the line, "nunquam to kiss the mind which has confided themselves unfeelingly like the mind the best." South-Carolina, while Great Britain, by means of the "Sirius," the "Liverpool" and the "Great Western" actually and practically demonstrated the great position of ocean steam navigation.

Not another opportunity was presented to the South of regaining, upon the same terms, her commercial supremacy and independence, but only to compound. France was looking for a port in the United States, from which to send her supplies to her colony and it was proposed to the South should take steps to induce France to fix upon Norfolk as the terminus of the line. Application was made to the Legislature of Virginia to grant only a charter for that purpose, but they refused to grant it, and another was established in New York, but it was soon abandoned. If the charter had been granted to Norfolk, would it not also have been abandoned, or at any rate given up to the Yankees? The trade to the Islands would have changed to Norfolk, and all the ties to Boston and Boston—Boston Boston, exclusive of commerce—ships to Liverpool, subscribers to Liverpool and more too, I should think, than steamers that begin to run.

New York is now in possession of the Liverpool and Western Ocean—Norfolk, perhaps, has the Western Ocean—and the Federal Government is now in the harmonious mission of her leading enterprise, and then she [illegible] Ocean steamers, and now she leads the world in that navigation.

At first the direction of the trade was greater than that of New York, and all the New England States [illegible]. But from 1816, Charleston was [illegible] point of view, but there [illegible] the place. The planters [illegible] for their commerce [illegible] 1816, the packet system [illegible] which is at [illegible] Southern and [illegible] the country [illegible] New York. The water thermometer and the packet system enabled New York to undersake the Erie Canal—to remove the commercial march of the St. Lawrence from the Saints of Boble to Sandy Hook—to extend her lines country from the Sea to the Lakes—from the waters of Long Island Sound to the waters of the Gulf of Mexico—to place the mouth of the Mississippi as much in Sandy Hook as is in the Balize.

The Great power is now crowding upon us of the *Ocean steam navigation*, and before 1857, the end of another double decade, we hope to see the Islands placed with commercial thoroughfares and good national highways, and the fact which now sketches in dim perspective the magnificent picture, while—

"Descending of each lofty birth,
Which shall make high the
From overtopping all the Western Earth,
With navigation of the sea,

will seem to find that the marriage has been celebrated, and to behold the *lovely birth* of a new commerce and new civilization spring forth like Pallas from the brain of Jove.

Some 12 or 15 years ago, the South held Conventions to secure direct trade, but they did nothing but pass Neptunian resolutions. Now she is holding the storm, and making another effort. New York has now acquired the ascendancy, and the odds are greatly in her favor. Still, as we have said, we do not wish to discourage the effort. Better late than never. But we have another proposition to offer.

Let it be remembered, that Great Britain and Europe are not the only countries in the world whose trade is not enough for us, or with whom commercial enterprise is desirable.

Here the South look to the South; study the resources which there lie dormant; learn to develope them, and when developed, to command, reap, and enjoy them.

In the domain of future commerce, the greatest boon to the United States is in the basin of the valley of the Amazon.—What would any of the maritime nations not give for a monopoly of the commerce of the Mississippi *as it now is*; and what is that commerce *now*, compared with what that of the valley of Amazon *must be?*

The Amazon is called by the Indians the "King of Rivers." It rises in the Andes amidst perpetual snow, and flows across the continent through a region of perpetual summer, and after traversing a distance of 3,600 miles—greater than the length of any other river in the world save one—at its mouth 150 miles wide—it discharges itself into the Caribbean Sea under the Line. Up to the very base of the Andes, it is navigable for vessels of the largest class. The Pennsylvania 74 might go there.

A natural canal through the Cacquiari connects it with the Orinoco. It drains and fertilizes plains covering two millions of square miles. It receives from the North and the South innumerable tributaries, affording, it is said an internal navigation of less than 70 or 80,000 miles in extent. It flows East along a parallel of latitude passing over steppe, after steppe in beautiful unbroken succession and through all the climates and all the soils—with their capacities of production—that are to be found between regions of everlasting summer and perpetual snow.

Its valley is the place of production for Indian rubber, an article of commerce which has no parallel, as to the increase of demand for it save in the history of cotton, since the invention of the cotton gin. Boundless forests of the Saringa tree are found upon its banks; and the exportation of this gum from the mouth of the river is daily becoming a business of greater value, extent and importance.

The Sugar Cane, of the most luxuriant growth is found there, and it requires to be planted but once in 20 years. Coffee, Tobacco, Rice, Indigo, Cocoa and Cotton, are produced there in great profusion, "with drugs of virtues the most rare, dyes, of hues the most brilliant, and spices of aroma the most exquisite."

Here without, along the Sea shore, Vegetation stands back, separated from the water, by the bank ground between the waves and the land. *There*, the forces of the vegetable kingdom march down for the fight, to the very water's edge. A storm arises—the waves beat back the vegetation, and cover it with sands and Sea shells—but, in a few days, the vegetation again comes forth, and plants its foot upon the water, and pushes as advanced posts, in lines of green, far into the Sea. The lines of that valley attain such gigantic vigor and proportions that a single leaf will float an ox.

Peruvian bark, Cascarilla and Cinchona as the Spaniards call it, is found in the valley of the Amazon, and no where else. It is cut from the banks of its tributaries, packed upon the backs of Peruvian sheep, thus carried beyond the Andes 600 miles to the Pacific, and there the Season, which at the place of production, was only worth a few pence, commands from $80 to $100. It is now brought around Cape Horn, and the trade in its present state is worth more than a half million annually. It from should force its way up the Amazon, it would be only one days.

On the Slopes of the Andes there are forests of sheep of the finest and rarest wool, not scarcely worth the shearing on account of the difficulty of getting to market.

In the valley of the Amazon, are mines of silver and gold of immense yield. There too are found and wrought the very quick silver mines of the world, also mines of diamonds, gems and precious stones.

Men of science who have compared the Rivers of India and Amazonia are of opinion that in the latter are to be found both soil and climate most elector for the production of every Spice, Gum, Resin and drug that is grown in the East.

The Great "King of Rivers" is ready at the building of the *South to pay Tributaries*, and to pour the boundless treasures of the magnificent valley at its feet. Nature, in the building of the South, the "King of Rivers, and the "Father of waters"—he one flowing South from the Rocky Mountains through the regions of perpetual snow, and perpetual summer, to reach with the aid of the winds and currents of the Sea, to mingle the diversified products between their banks, and pour it into the commercial lap of the South. A glance at the map will show that an effort—a timely effort—on the part of the South is all that is necessary to secure the prize.

Nature has scooped out the land in Central America, and cut the continent nearly in two that she might place between the mouths of the Amazon and the Mississippi, the Gulf of Mexico and the Caribbean Sea, two sheets of water, two basins, which form the great commercial lap of the South. They receive the drainage of all the rivers of note in both continents, save the La Plata on the South, the Colorado, on the West, and the St. Lawrence and those of the Atlantic Seaboard on the East. The great equatorial current which begins in the Indian Ocean, doubles the Cape of Good Hope, sweeps by the mouth of the Amazon and after traversing the Caribbean Sea and the Gulf of Mexico, meets with the Gulf stream, and places the commercial outlet of the Amazon almost as much in the Florida pass as is the mouth of the Mississippi itself.

If a line were cut down from the sources of the Missouri, in the Rocky Mountains, and another from the sides of the Andes; and if this were so placed at the same time, the one on the Missouri, and the other on the Amazon, and permitted to float down, without obstructions, they would meet in the Straits of Florida. The natural route of drift-wood from both, is through the Gulf of Mexico around the peninsula of Florida, and so out into the Atlantic through the Gulf stream.

These twin basins—the Gulf of Mexico and the Caribbean Sea, together are called by Lieut. Maury, the "Mesopotamia Sea—that is, the Sea included between the two rivers, the Mississippi and the Amazon; by analogy to Mesopotamia, the land included between the Tigris and the Euphrates. Nature has formed this Sea to be the greatest receptacle of commerce in the world. There is no where else a Gulf stream uniting the waters of an Amazon with those of a Mississippi—an extra-tropical with an inter-tropical river, and places the outlet of both before the doors of one and the same people. There is no where in the world, another Mesopotamia Sea—the outlet for so great an extent of fertile land, yielding all the productions of the torrid and the temperate zones; and so situated, that from opposite hemispheres with their opposite seasons, they will deliver into the markets a crop every six months.

Now the winds and the currents of the Sea are such as to compel every vessel that trades to or from the mouths of those two rivers—and from all parts of the Gulf and the Caribbean Sea, whether freighted for Europe, Africa or India, or even Rio Janeiro, or South America itself to pass the very offings of our Southern ports on their way to market.

From the Gulf of Mexico, all the great commercial markets of the world are down hill. A vessel bound from the Gulf to Europe, places herself in the Gulf Stream, and drifts along with it, at the rate, for part of the way, of 8 or 100 miles a day. If her destination be Rio, India, or California, her course is the same as for North as the Islands of Bermuda.

"And when there shall be established a commercial thoroughfare across the Isthmus, the trade winds of the Pacific, will place China, India, New Holland, and all the Islands of that Ocean, down-hill also, from this Sea of ours. In that case, the whole of Europe must pass by our very doors on the great highways to the markets, both of the East and West Indies.

The Mesopotamian Sea is the summit level of navigation. The rivers run into it and carry the surplus products of their valleys and then the currents of the sea and the winds are so arranged by nature that they waft them down hill and down stream to the great markets of the world.

It seems startling, but it is true, that the winds and currents of the Sea, are such, that the shores of the Southern States, of Florida, and the Carolinas, are on the way-side of vessels bound from the Amazon, the Orenoco, and the Magdalena to Rio de Janeiro, as well as to Europe. The way out to the high Seas, from them and from the Mississippi is, practically, one and the same.

Norfolk and Charleston may be called half way houses, from the Amazon, and the Gulf to New York, England, Europe, and all the ports of Africa, South America, India and around Cape Horn.

Moreover, who ever heard of Brazilian seamen or the "Mariners of Peru." In order to become seamen, people must use the sea. To use it, familiarity with it from boyhood, is a prerequisite, and preliminary to that is a deeply articulated shore line, a Sea front richly indented with bays, gulfs, harbors, promontories, &c., thus bringing the inhabitants and the Sea in close proximity to each other.

Now, let any one compare the staff, rigid shore line of the Southern Continents, and their almost lifeless coasts, with the finely articulated and beautifully contrasted shore line of the Northern Hemisphere, and he will perceive that nature has decreed that the seat of Maritime power strength and greatness shall be in the Northern, not in the Southern Hemisphere.

Another requisite to constitute a seafaring community is a niggardly soil, or other causes of a scarcity livelihood to the laboring man. If the Mississippi valley does not produce grain enough for its own commerce, much less will the valley of the Amazon with its softer climate and more benign soils.

Therefore, whatever, be the extent of the business which the Amazon may have to offer for commerce, the carrying of it must be done by sailors, from our own side of the Equator. Why may they not be Virginia or Carolina Sailors? These States have along the Sea shore, pine barrens poor enough to drive men, women and children all to sea, for a living.

The winds for us, in the Amazonian trade are free to go and free to come, and we of the Atlantic coast are the only people for whom they are favorable both ways.—The voyage from the Capes of Virginia or from Charleston to the Amazon is the most certain as to length of time, that is to be found between any two ports in the Atlantic ocean.

One of the inducements therefore, which the South has to establish commercial relations and business ties in that direction, is of conveying to her own vessels and with her own sailors for the carrying trade of that magnificent water shed.

The proposition therefore is, to establish a line of Steamers from Norfolk, Charleston or Savannah to the mouth of the Amazon.

Para is the city at its mouth. It has now a population of 15 or 20,000. There is a line of Steamers already in operation from Rio to Para.

From Savannah to Para, the distance is about 2500 miles; from Para to Rio 2100.—The "Baltic," would perform the passage from Rio to the United States, or from the United States to Rio in 13 days. The time occupied now in going and coming by sailing vessels is 90 days.

The effect of such a communication would be to turn the whole current of correspondence and travel of the Atlantic Coast of South America through Norfolk or the North American termini of the line. No European nation could compete with us for it, for their distance from Para is double ours.

Our present commerce with Brazil and Rio de la Plata is more valuable than our commerce with any of the countries of Europe except Great Britain and France. Para, at this time affords foreign commerce enough to give freight to a fleet of fifty sail. But this is nothing to what it will do when stimulated by civilization, agriculture and commerce. Of more than twice the area of the Mississippi valley, that of the Amazon is more bountiful. *There* the labor of one day in seven, is enough to crown the board of the husbandman with plenty. And yet the resources of the vegetable, mineral and animal kingdoms there and of man and civilization, still lie almost undeveloped. Commerce, with the Ocean for its pathway; the winds for its wings, enterprise for its herald—and wealth, civilization and christianity for its attendants and followers, has not visited its shores. Were it but once to spread its wings over the valley of the Amazon, the shadow of it would be like the touch of the Magician's wand; its immense resources would spring into life and activity.

Therefore let the South *look to the South* for trade and commerce; let her foster by all means in her power liberal commercial relations with a region which has such vast possessions, such countless treasures, such infinite resources, to make valuable its future commerce.

The beginning it may be said too is small for the end, the means proposed no adequate to the result. But have we not seen how by dipping a thermometer in the Sea the course of navigation and trade with Europe was wholly changed, and how by Thompson's three packet ships and the enterprise of New York, the valley of the Mississippi and St. Lawrence were made the back country of New York. The establishment of the proposed line *now* would give the South many and great prospective advantages which she may never be able to secure, unless she commence now and lay the foundation for that magnificent commercial structure which is one day to arise out of that valley:

To encourage the enterprise now, there is the carrying of the Brazilian and Buenos Ayrean mails. The correspondence between the United States, Para, Rio, Montevideo, and the Argentine Republic is extensive, and the revenue to be derived for the transportation of these mails, would go far towards supporting the line, and the sources of all its business, freight, passengers and mail matter, would rapidly increase.

There is another point of view in which the valley of the Amazon, with its magnificent and interesting future, presents itself to the American mind. This article has however been already so much extended that we will postpone the presentation of that view, and resume the subject perhaps in our next number. *Lynchb. Vir.*

The correspondent of the London Morning Chronicle has also been expelled from France.

CAUSES OF FAILURE IN BNSINESS.

It is said by political economists that a very large majority of all men who enter into mercantile business sooner or later fail. A writer in the *Providence Journal* makes some calculations to show that the failure of nine-tenths is directly attributable rather to a profuse expenditure of their gains in living beyond their incomes, and in rashly extended operations, undertaken to sustain such a career, than to the generally unrequiting nature of business pursuits. This is undoubtedly the truth and it sufficiently accounts, without reckoning the influence of other social and moral causes, for the unequal distribution of property, which is the occasion of so much jealousy and heart burning among our jealous and over sensitive countrymen. It appears by a recent statistical report that one half of the whole property of Providence, with a population of 40,000, is in the hands of 175 individuals! And if the enquiry should be pushed a little further, it would probably be found that most of these individuals have been though life men of frugal and industrious habits and moderate desires. The subject is one of general interest, and we commend the following extract from the communication in the *Journal*, to young men of business:

"It will be found on investigation, that the large estates of the 157 individuals, who possess one-half of the whole property in this city, have been solely acquired by persevering diligence and economy, rather than by bold enterprises; which, when successful, induces reckless habits, like success in drawing the prizes in a lottery.

"Every one becomes surprised in examining the Annuity Tables in familiar use in the offices of Life Insurance Companies, at the astonishing aggregate amount of the daily expenditures of small sums when compounded with interest, and finally summed up at the termination of a long life, as exhibited in the following abstract:

Table showing the aggregate value, with compound interest.

At expenditure of	AMOUNTING TO in 1 year	in 10 years	in 20 years	in 30 years	in 40 years	in 50 years.
0.25 a day	$91	$910	$2,060	$3,390	$7,540	$22,900
33	27	270	720	1,500	5,080	5,800
50	50	500	1,440	2,820	6,620	8,700
1	10	520	1,160	3,160	6,190	11,600
1.50	60	650	1,620	3,950	7,700	14,500
2	100	1,300	2,900	7,900	15,400	29,000
3	200	2,600	7,200	15,800	30,800	58,000
5	500	6,500	18,000	47,500	92,500	87,000
10	1,000	13,000	36,000	95,000	185,000	145,000
15	1,500	19,500	54,000	142,500	277,000	145,000

By reference to the preceding table, it appears that if a laboring man, a mechanic, unnecessarily expends only 27 cents per day, from the time he becomes of age to the time he attains the age of three score and ten years, the aggregate, with interest, amounts to $2,900; and a daily expenditure of 27½ cents, amounts to the important sum of $22,900.—A six cent piece saved daily, would provide a fund of nearly $7,000, sufficient to purchase a fine farm. There are few mechanics who cannot save daily, by abstaining from the disgusting use of tobacco, from ardent spirits, from visiting theatres, &c., twice or thrice the above stated amount of a six cent piece.—The man in trade, who can lay by about one dollar per day, will find himself similarly possessed of one hundred and sixteen thousand dollars, and numbered among the 175 rich men who own one half of the property of the city of Providence.

"If we examine the particular case to which reference has been made, we shall find that this man now so rich, was once a poor young man, like thousands who now surround him in the population of this city, and his extraordinary wealth, greater perhaps than that of any other man of New England, is the result of long and rigid economy.

Few people estimate the large sums of which the yearly saving in personal and household expenses will accumulate. Four thousand dollars a year is not an uncommon expenditure for merchants in this and other cities. Half a century age, five hundred dollars would have been regarded as a sufficient expenditure. The difference between these sums for fifty years, with the accumulation of compound interest, reaches the enormous amount of over one million of dollars. Extend the time eleven years, and the sum, great as it is, becomes doubled.

The preceding calculations are sufficient to encourage hope of eventful success and independence in the bosom of every young man, who, on commencing business, will maintain a determined resolution to combine industry with economy, and also to warn him, that without economy, the opposite result of bankruptcy is frightfully certain.

With this plain statement of actual results before us, it cannot therefore be a matter of surprise that the present general prevalence of an unrestricted indulgence in showy habits of dress and of living, should cause the failure of nine tenths of the men who embark in business, and involve also the prudent and careful, on whom must fall the losses caused by recklessness and extravagance in every form.

The true value of money consists in the rational use of it. Economy becomes a vice in the miser, whilst extravagance becomes on the other extreme, a vice, in the spendthrift. The golden mien lies between these extremes. By applying available gains, for the procurement of rational comforts and enjoyments, and for advancement in moral and intellectual culture, we fulfil the highest destinies of our nature.

THE COAL FIELDS ON DEEP RIVER.

We find in the Greensboro' Patriot of the 20th inst., the Report of the Directors of the Deep River mining and transporiation company. It is an exceedingly interesting document, and we commend it to the consideration of our readers. If the statements contained in it turn out to be correct, (and we have no reason to doubt them,) may we not predict the most marked and wonderful consequences from the development of this hitherto latent source of wealth? According to this report, the owners of these mines will be able to furnish coal at the great coal markets cheaper than that furnished by the Pennsylvania mines and the quality of the bituminous coal is set down as *better than all others*. From the best information which has been obtained, the supply is supposed to be *inexhaustible*. The beneficial results of the working of these mines will be felt not only by the individuals immediately engaged in the work, or those who may live in the vicinity, but by the whole Cape Fear region, and to some extent by the whole State.—*North Carolinian.*

DEATH OF MARSHAL SOULT.

The decease of this illustrious officer is thus noticed by the Journal des Debats:

Marshal Soult, who died on Wednesday last, at his chateau of Soult Berg, was born in 1769, in the same year as the Emperor Napoleon, the Duke of Wellington, George Cuvier, Chateaubriand and Walter Scott, and was consequently in his 82d year. With Marshal Soult is extinct the last and highest illustration of a period so fruitful in great things and in great *souvenirs*. His long and active career, which has exceeded that of all his companions in arms, has been marked with every success, and by the two-fold glory given by the works of war and peace. A great citizen, a great captain, a great administrator, a great politician, it may be said that the life of the Marshal has been complete.

This First-Lieutenant of the Emperor Napoleon marched as a private soldier under the standard of our armies, 67 years ago, before the fall of the old monarch, and before the breaking out of the French revolution. He took an active and brilliant part in the most memorable campaigns of the revolution and the empire. When these gigantic struggles had ceased, Marshal Soult came to occupy in the councils of the country that place which he could no longer fill on fields of battle. As Minister of War, he devoted his genius as an administrator to the re-organization of the army, under the critical circumstances in which the revolution of July had placed France.

As President of the Council of Ministers, at different times he was one of the firmest, most intelligent, and most devoted supporters of that liberal and constitutional throne to which France owed eighteen years of repose, of happiness, of order, and of true liberty. The indefatigable co-operation which the wise policy of King Louis Phillipe found in the talents and activity of the old warrior will remain in eternal honor both to one and the other. In September, 1847, the illustrious Marshal felt that the hour of repose had arrived. He wrote a very affecting letter to King Louis Phillipe, begging him to accept his resignation of the functions of President of the Council, in which he was replaced by M. Guizot. In resigning himself to his painful separation, the King wished to give the Marshal a striking testimony of his regret, and of his gratitude, in re establishing for him the ancient dignity of Marshal General.

Up to his last hour, the illustrious warrior remained faithful to the protestations of devotedness with which he concluded his farewell letter to the King. When the revolution of February had broken down the throne which he had so nobly served, the Marshal confined himself more strictly in his retreat and refused to contract any engagement with the new powers, which succeeded it. In the midst of the storms which were ready to fall on our unfortunate country—in the midst of the trials and adventures into which she is once more fatally precipitated—France will not see without deep regret the disappearance of this great man, illustrated by such long and glorious services, by such firm and constant devotedness to the principles of order, to the traditions of true glory, to the wholesome policy.

THE WOMAN'S BILL.

The bill for the preservation and protection of the rights of married women and for the distribution of their estates, passed the Senate on Saturday last, by a vote of 24 to 17—7 majority.

The 1st section provides, after the passage of this act, that any property, real or personal, or choses in action, which any feme sole may own or be entitled to, at the time of her marriage, shall remain her sole and separate property, as well as any that may at any time descend or accrue to her.

Sec. 2nd secres to the husband as trustee the use, control and management of all such property, without accountability for the artificial increase and income.

Sec. 3rd vests in the husbsud, child or children, upon the death of the mother, the property—but where no child or children, or descendants of a child, the whole descends to the husband—if but one child, or the descendants of only one child, the husband is entitled to one half; and if there be two or more children or one child, and the descendants of another or others, or the descendants of two or more children, the husband shall be entitled to one third—the residue in either of the last two cases to be divided equally among said child or children and descendants of a deceased child or children—the said descendants to take in place of their parent.

Sec. 4th exempts all property derived by the wife from her husband, after or at the time of their marriage, from the provisions of the act.

The 5th section provides for exempting from sale for the debts of the husband any property purchased or made by the labor of the wife and children in indigent circumstances during her coverture, for the debts of the husband. *Milledgeville Rec*

CURIOUS NAMES OF MEMBERS OF CONGRESS.—Some quidnunc has been amusing himself with some odd speculation on the cognominal peculiarities of the next Congress. He says:

It will be, in color, Gray, Green, and Brown, with considerable White. It will have, from Kentucky alone, (for building,) Wood, Stone, Clay, and a Mason; and the House will contain such useful handicraftsmen as a Miller, Taylor, Carter, Fuller, Chandler, and Miner, together (for its amusement) with a Hunter; and furnish it game, a Fowler and Hunter. There is a Hunter, also, in the Senate, which boasts, too, of its Cooper, Miller, and Mason, and, of course, a Smith. The elements are to be well mixed, in the composition of the body. New York furnishes Wells, Brooks, and Snow, and New Hampshire supplies Hale! There will be something good to drink at the Capitol; for Virginia sends Meade, and Missouri, Porter; and, to eat, New York sends a Fish, and Iowa, a Hean! Music, too, from cow Bells, besides a Camp-Bell; and though a republican legislature, the Senate will have one King, and the House, too besides a McQueen, and supply of Gentry, and one Gay-Lord.—To offset so much nobility, Tennessee throws in a Savage, and North Carolina an Outlaw and a Badger. There will be all sorts of men there. Horace Mann, Clingman, Chapman, Penniman, besides Senator Mangum, and Mr. Price, whose christain name is Rodman.—Vermont and Mississippi will each have a Foot there, but this will be balanced by the Morehead Kentucky sends.

NEUSE RIVER NAVIGATION.

We alluded last week to the completion of the survey of the proposed Neuse River Improvement. We expect to have the gratification of publishing the report of the survey within a few weeks. In the meantime we have been furnished with the following facts as ascertained by the survey.

It commenced at the Cowpens, a distance of 16 miles above Newbern.

Distance from Cowpens to Kinston 33 miles; Rise 15 ½ feet.

Distance from Cowpens to white Hall 58 ½ miles: Rise 33 ½ feet

Distance from Cowpens to Waynesboro' 81 ½ miles; rise 48 ½ feet.

Distance from Cowpens to Smithfield 139 miles; rise 101 ½ feet.

Distance from Smithfield to Watson's Mills 11 miles; rise 34 ½ feet.

Whole distance from Newbern to Smithfield 155 miles.

Whole distance from Newbern to Watson's Mills, the western terminus of the proposed work 166 miles; Whole rise from Cowpens, the point where we presume the improvement will commence, to Watson's mills, its western terminus, 136 feet.

This indicates a much less distance than has been generally supposed. The Distance from Newbern to Smithfield having been previous to the survey variously estimated at 250 to 300 miles. We are not permitted in advance of the publication of the survey to enter into further particulars. But we are gratified to learn that, upon the whole the work is believed to be entirely practicable, the difficulties to be entirely overcome on the route less than were anticipated, and that the estimated expense will probably fall below the expectation of its most sanguine friends previous to the survey. The work we learn upon the best authority, will be commenced in the ensuing Spring. We have delayed saying much in regard to the advantages of this work until it should have been ascertained whether or not it was likely to be practicable, and could be constructed within a reasonable expenditure. These questions we feel confident will be answered by the Engineer's report, more favourably than the most sanguine friends of the work anticipated. From time to time as occasion and opportunity permit we shall now endeavour to lay before our readers the advantages that must accrue, from the completion of the Neuse navigation improvement, not merely to Newbern, but to the whole region of country, through which the Neuse runs. Will not some of the friends of internal improvements lend us their aid in the advocacy of a work of so much importance?

New Bernian.

KOSSUTH POSED.—We have seldom seen any gentleman placed upon the logical horns of that bull of argument called the dilemma and so relentlessly gored and tossed, as is the modern Washington, the Man of the Age, the immediate precursor of Christ, by the following brief article of the New York *Journal of Commerce*. That paper, in noticing the course of Kossuth in regard to the cause he advocates, says:

"The great skill of the Hungarian chief is conspicuously shown in the disconnexion which he maintains from all the party and other like questions that divide this country. He remains inflexible in his determination to go straight forward with his object, and leave unouched minor questions. The Industrial Congress exhibit to him their griefs; Copway the Indian, tells of the thraldom of the red man; the Anti-Slavery Society present to his view the condition of the negro race; the Democratic committee hold up to him their platform. His reply to all these is one and the same: "Gentlemen, I thank you for your sympathies, but I cannot inquire into your grievances. I am a stranger to your country, and do not understand the precise situation of such affairs. I have a great mission to accomplish. I cannot enter into any entangling alliance."

"This is the precise situation, and should be the precise answer of our Government to his demands. We have a great mission to accomplish in behalf of the human race, in the quiet prosecution of the great arts of peace; and we cannot enter into any entangling alliances. They would destroy us and our cause, as they would, did we yield unto them, destroy him and his. When dangerous individuals who ask the aid of Kossuth are repulsed, they hold up to him the great motto 'Do to others as you would be done unto,' and he still answers, 'I cannot enter into any entangling alliances.' They will then cry, 'You are strong, we are weak; the whole world crowds to your feet; no sympathies are expressed for us. Help us or we perish.' His answer is, 'I am not the savior of men to take in my embrace all humanity. I espouse the cause of Hungary. I can enter into no entangling alliances.' The wisdom of Kossuth is in the mouth of all.

"Be the answer of our Government to him the same with his to all those forms of suffering which he meets at every turn."

Let us add, another, which seems to us scarcely less a "floorer." In one of his speeches intended to parry the same attempts to enlist him with this or that domestic fanaticism, he said, "I love your country"—and here he pressed his hand upon his heart—"very much; but I love my own country still better." Well: the sentiment is so just, so patriotic, so admirable in him, that it surely cannot be less fit for us. If it did not work both ways, it would be a bad rule. So why should we not answer him in his own words: 'We love your country very much; but we love our own still better."

R. Whig.

POLICE OF RUSSIAN RAILROADS.—The regulations of the police authorities for railway traveling in Russia, are characteristic. Persons wishing to travel by the Petersburgh and Moscow line, and to join it at one of the intermediate stations, must produce a police certificate of leave, testifying that there is no obstacle to their travelling. Government officers and persons on business exhibit the written permission of their superiors. Travellers from foreign parts must show their legitimation papers to the railway authorities, &c.—The name of every traveller by the railway is entered in a book, with observations as to place of abode, destination, objects of journey, &c. The railway officers who have to inquire into the validity of the papers, &c., are paid by the railway board.