

tion at the centre, to throw them off, and hence the necessity of these additional bonds of union.

"Nothing, Sir, in my opinion, is to be apprehended from the former; would to God I could say so much for the latter!"

"Sir, if ever the calamities of disunion should be experienced by this nation, the causes, proximate and remote, will be traced to the action of the Federal Government.

"The mismanagement of this central machinery, so beautiful in its conception and so perfect in its structure, and which worked so harmoniously whilst kept within the legitimate sphere prescribed by those rules expressly laid down for the government of its action, will alone produce those fatal consequences. By overleaping here the constitutional boundaries so clearly defined, by throwing the whole machinery out of gear, and giving a looseness to our operations, propelled on by the force of combined interests, composing a majority, against a minority, the latter will be compelled to take refuge under the old relation in which the States stood to each other—that of separate, distinct, and independent sovereignties.

"The States themselves will cling to the Union whilst there is a hope left to rest on; the oppression of this Federal Government can alone drive them off.

"Perhaps, Sir, if there was ever a crisis in the affairs of our Government, which required additional bonds to hold us together, that crisis is now at hand. But if this road is to be the remedy, the committee have certainly mistaken its proper location. Western Virginia and Eastern Tennessee are not about to fly off from the Union, and therefore do not require this work; if danger is to be apprehended, it is from another quarter. The South is the point to which we should direct our attention. Certainly, Sir, every political consideration would direct us to the Metropolitan route. We must encircle South Carolina with some band, or she, from report, will be off at "tangent," and that suddenly. But let me seriously ask, Sir, of every member of this committee, what stronger bonds of union do freemen need, or the States require, than those forged out, wrought, and put in order, by the master-workmen of the Revolution? Link connecting link, forming a chain of Government more beautiful in its principles, and beneficial in its results, (whilst acting within the limits of the original design) than any ever devised by the wisdom of man. What was this design, Sir? It was that all the parts should share in equal proportion the benefits or injuries resulting from the compact; a perfect reciprocity was to be observed and preserved. Under a strict observance of those sacred principles, Sir, what have we to fear? I answer nothing, either from external or internal causes. If fears are to be entertained, they are upon the other side of the question; and let me here admonish gentlemen who are seeking to provide additional bonds of union, by cutting canals and constructing roads, to beware lest they, by their operations, cut the ligaments of the Constitution which now bind us together, and which form the only sure and certain ties by which we can remain united. No political consideration, therefore, in my opinion, does require the construction of this road, but, on the contrary, eminently demands the rejection of the bill.

"The honorable chairman (Mr. HEMPHILL) set out by telling us, that the two points to which this road is contemplated to be run, are dangerously situated, and eminently exposed in case of invasion, &c.; and that this is important as a military road for the transportation of troops and munitions of war. With regard to the exposed situation of New Orleans, Sir, I beg leave to differ entirely with the honorable chairman. As to Buffalo, I know but very little about it, nor have I sought to know, because I looked upon that end of the road as having been tacked on by the committee, merely as a means of buying up votes, and not that the necessity of the nation required the work. I shall leave that end, therefore, in the hands of others.

"So far, Sir, from New Orleans being in an exposed situation, I do say, and I say it without the fear of contradiction, that it is the most strongly fortified place in the nation. Sir, every pass leading from the Gulf of Mexico to the city, is well secured by the best and most costly fortifications. There are no less than five forts, (I believe I am not mistaken in the number; if I am, the gentleman from Louisiana (Mr. WHITE) will correct me) erected for the security of that city against maritime or other invasion from the Gulf. These forts are capable of mounting some hundred pieces of ordnance, at least enough to sink any fleet that would attempt a passage up the Mississippi to the city. We have already expended near two millions of dollars in defending the territory of Louisiana by permanent fortifications, and estimates are now before us for a continuation of those works.

"What say gentlemen who urge this branch of the subject, Sir? Why, "that New Orleans must always look to Tennessee, Kentucky, Ohio, &c. for men and provisions to protect and feed them in time of war." Well, Sir, I grant this;

but what further do they urge? Why, "that this road must be made to transport these troops and provisions upon." Now, Mr. Chairman, can it be possible that any man, in his sober senses, and under the influence of reason, can, for one moment, entertain the belief that, if this road were made, even one soldier or solitary barrel of provisions, from Tennessee, Kentucky, Ohio, or any other State North of those, would travel over it? What, Sir, bring men from the State of Ohio, across the States of Kentucky and Tennessee? Ay, Sir, and across the Ohio river too, with its current teeming with steamboats, ready to waft the soldiers and provisions to the point of destination. But no, they must trudge through the mud of Kentucky and Tennessee, by marches from ten to fifteen miles per day, till they intersect this road (after crossing navigable and inviting rivers) at Florence, Alabama; and then, Sir, they will have the peculiar advantage of travelling this superb national earthen road from thence to New Orleans.

"Sir, if further arguments were necessary to show the impropriety, nay the excessive folly of making this road for military purposes, they would be found by a recurrence to the history of our last war, particularly in the operations in the Southern sections of the Union. Sir, there was a time when New Orleans was "dangerously situated and eminently exposed;" there was a time, Sir, when that city was invaded by a powerful and well disciplined army—an army, too, stimulated to action by the "Booby and Beauty" which were promised them. This was a case of great emergency; this was a time of deep and dreadful anxiety; but sufficient for the occasion were the spirits convened, and hastily convened, for the defence of the city. Yes, Sir, an army was convened, defeated the enemy, and saved New Orleans. What military road, Sir, made at vast expense of time and treasure, were those troops transported over? None, Sir, yet they got to New Orleans, fought the battle of their country, and got home again; and thus will it be ever, Sir; this country will always find security in the strong arm of her "CITIZEN SOLDIERS." Dangers may stand thick around them; they only stimulate to exertion. The noblest deeds are done upon the most dangerous emergencies and the glory of achieving them is the strongest incentive to action. Sir, need I say more? Does the history of all ages that have gone before us present a solitary example of a nation, at peace with the world, and whose policy it is to cultivate and maintain those pacific relations, preparing for the transportation of troops, by large expenditures of public money, for the construction of roads in the time of profound peace? But, on the contrary, does not all history prove, that the first Generals the world have produced asked not roads over which to transport troops for the advancement of their military operations? Sir, let me ask what engineers designated the route, or what nation appropriated the funds, to construct a passage over the Alps for Hannibal and his Carthaginians, when he pushed his conquests to the very walls of Rome? Or who, Sir, directed Cæsar the point at which to pass the Rubicon, when he pronounced that "the die was cast," and struck the fatal blow at the liberties of his country?

"But to come down to the present time—to things which transpired but yesterday, on the other side of the water. Sir, did Nicholas tax his subjects to raise a revenue to open those passes through the Balkan, over which Diebitsch led that army which shook the Ottoman empire to its centre? and which had they not been stopped by pacific measures, and, I might add, Sir, by the interposition of the European Powers, jealous of the rising greatness and resources of the Russian Empire, the Christian flag would this day have been waving on the walls of Constantinople? Sir, it is by the energy of powerful minds and capable commanders, that armies are led to victory and glorious achievements—not by roads; for they might lead to defeat as well as victory. And here let me remark, that those facilities to military operations are always occupied by the strongest; and such a work might prove a curse instead of a blessing (as was proven, said a gentleman standing near Mr. CARSON, (Mr. DAVIS of South Carolina) upon the Bladensburg course last war.) Yes, Sir, resumed Mr. C. but I would rather lose the argument afforded by the mention of that disagreeable subject, than wound the pride of the House by recalling their recollections to it."

"The "TRANSPORTATION OF THE MAIL" is the next and the last consideration to which I shall ask the attention of the Committee."

I feel, Mr. Chairman, that my strength is failing me too much to go into this branch of the subject to the extent I had desired. I will lay it down as my opinion, however, that the framers of the Constitution did not intend, by the words "establish Post Offices and Post Roads," to confer the power to construct roads, &c. but only meant that Congress should designate the roads over which the mail should be carried, and the points at which it should be opened. I shall not attempt an argument, Sir, to prove the correctness of this construction; but it being mine, it is sufficient to govern me."

"The first inquiry that suggests itself with regard to the expediency of constructing this road for the transportation of the mail, is, does any necessity or impediment exist to the transportation of the mail, which requires the application of this sum of money to remove or remedy?"

"Has the Post Office Department complained of a want of facilities in this particular, and asked the construction of a road at our hands? Or have they even suggested the propriety of the appropriation of any sum of money for purposes of the kind?"

"Sir, they have not; but, upon the contrary, we are informed by the very able report of the distinguished gentleman who presides over that Department, that the facilities are now ample, and will be increased as the means of the Department will justify, or the public interest shall require. Sir, I ask the attention of the Committee while I read part of the report, which treats of the very subject now under consideration."

[Mr. C. read the following extract from the Report of the Postmaster General:]

"The mail communication between New Orleans and the seat of the General Government, by way of Mobile and Montgomery, in Alabama, and Augusta, in Georgia, will, from the commencement of the ensuing year, be effected three times a week, affording comfortable conveyances for travellers, and the whole trip performed in the period of two weeks, each way, through the capitals of Virginia, North Carolina, South Carolina and Georgia.

"Lines of four-horse post coaches will also be established, from the first day of January next, to run three times a week, both ways, between Nashville and Memphis, in Tennessee. The improvement was deemed important to keep a regular and certain intercourse between the Western States and New Orleans—Memphis being a point on the Mississippi to which steamboats can come at all seasons of the year: it being contemplated to extend this line to New Orleans by steamboats, so soon as the means of the Department will justify, and the public interest shall require it. To give greater utility to this improvement, a weekly line of coaches will also be established at the same time from Florence in Alabama, (where it will connect with the line from Huntsville) to Bolivar, in Tennessee, at which point it will form a junction with the line from Nashville to Memphis."

"Now, Sir, what more can be required? Does not this report also prove that steam navigation will supersede roads for all purposes, wherever it can find water for the boats to run on? The despatch and quickness of steamboat passage from Memphis to New Orleans has drawn the attention of the Postmaster General to that point: and it is already viewed as the route which can be travelled with most expedition, because of the advantages of steam power. Sir, does not this speak volumes against the expenditure of the public money upon roads, when it must be manifest that they never would be travelled for the purposes pretended here as the strong reasons for constructing them. Sir, it may be possible that, with regard to despatch, and saving of time, a direct road from this place to the Mississippi river, thence by the steamboats to New Orleans, would be the best. But, Sir, taking this as granted, it does not prove the necessity of our constructing a road for the purpose. Roads are already made. The mail is now transported from this place to Nashville, Tennessee, seven times a week, in post coaches, at a cost of upwards of thirty-four thousand dollars per annum; and this line, Sir, as we see from the report just read, is to be continued three times a week to Memphis, and from thence to New Orleans, by steamboats. Sir, what more is wanting? or what more in modesty can be asked?"

(Further extracts in our next.)

## CONGRESS.

TWENTY-FIRST CONGRESS.....FIRST SESSION.

WEDNESDAY, April 14.

SENATE. The bill from the House of Representatives, entitled an act to amend an act for the benefit of the incorporated Kentucky Asylum, for the education of the Deaf and Dumb, was read and ordered to a second reading. Mr. Webster presented a memorial remonstrating against the removal of the Southern Indians beyond the Mississippi, and the extension of the jurisdiction of the Southern States over them. After spending some time in the consideration of Executive business, the consideration of the bill providing for the removal of the Indians beyond the Mississippi, was resumed, and Mr. Forsyth continued his able reply to Mr. Frelinghuysen. Before Mr. Forsyth concluded, the Senate adjourned. Mr. F. has the floor to-morrow.

HOUSE. The Speaker, communicated a message received from the President of the United States. The resolution of Mr. Drayton, from the Committee on Military Affairs on the subject of the reduction of the number of officers of the Army of the United States, was taken up, and discussed by Mr. Vance and Mr. Williams, until the close of the hour. Mr. Desha has the floor upon the subject for to-morrow.

The Speaker presented a written communication from Judge Peck of Missouri, in defence of his conduct with respect to the charges made against him of malpractice in his judicial capacity. The defence, which was of great length, was read by the Clerk. The House afterwards resumed the consideration of the Buffalo and New Orleans Road Bill. The question was upon its engrossment for a third reading; and upon a division, by yeas and nays, the bill was rejected by a vote of 105 to 88.

THURSDAY, April 15.

SENATE. A return concerning American Seamen was communicated. Several memorials and petitions were presented, and orders were taken on others. The Committee on pensions reported, with amendments, the bill for the relief of sundry Revolutionary and other officers and soldiers. The bill concerning the Kentucky Asylum, was referred to the Committee on Public Lands. The bill for organizing the establishment of the Attorney General, and erecting it into an Executive Department, after being amended, was rejected; Mr. Webster's resolution concerning a separation of the office of Agent of the Treasury from that of Fifth Auditor, &c. &c. was, after some modification, engrossed and read a third time; the bill concerning purchasing sites in Arkansas, for various military purposes, was laid on the table; the bill for the relief of the widows and orphans of the officers, &c. of the Hornet was, as amended, engrossed, and read a third time; the bill for the relief of Beverly Chew, &c. was passed; the bill concerning the Bank of the United States, was considered, and postponed till to-morrow; some other business was transacted, and the discussion on the Indian question resumed.

HOUSE. The consideration of the resolution on the subject of a new organization of the Army, was resumed, but the hour had expired before it was brought to a close. After various motions to take up different bills, the various orders which stood on the calendar of yesterday were postponed, and the House resolved itself into a committee of the Whole on the state of the Union, on the bill to amend an act in alteration of acts imposing duties on imports, when Mr. Mallory, at some length, presented the views of the Committee, and his own, on the bill. The bill was then laid aside, and the bill to reduce the duty on coffee and tea was acted on as well as the bill to authorize the Commissioners of the Sinking Fund to redeem the Public Debt. A motion was then made to reconsider the vote by which the bill to construct a road from Buffalo to New Orleans had been rejected. A call of the House was ordered. The motion to reconsider was carried by a vote of 99 to 91; and the bill was finally, on motion of Mr. Hemphill, laid on the table, by a vote of 94 to 88.—About a quarter past 6 o'clock, the House adjourned.

SATURDAY, April 17.

SENATE. Petitions in favor of the Southern Indians were presented by Messrs. Holmes and Webster. Two memorials were presented remonstrating against the abolition of Sunday Mails. Mr. Chambers, from the Committee on the District of Columbia, reported a bill for the benefit of a Female Orphan institution in the city of Washington. The bill making appropriations for examinations and surveys and for works of internal improvements, in which are appropriation for the continuation of the Cumberland road, passed by a vote of yeas 26, nays 17. And the bill for the benefit of the relatives of the officers and seamen who were lost in the sloop of war Hornet, was passed. Mr. Sprague concluded his argument, in reply to Mr. Forsyth, against the bill providing for the removal of the Indians westward of the Mississippi, which was taken up as the unfinished business.

HOUSE. The various bills which had been ordered to be engrossed on Friday, were then read a third time and passed. The amendments recommended by Committees to other bills were concurred in. The House then took up the bill to reduce the duties on Coffee and Tea; as amended in Committee of the Whole on the state of the Union, which, after some modification, was ordered to be engrossed, and read a third time to-morrow.

TUESDAY, April 20.

SENATE. On motion of Mr. Benton, the bill to authorize the payment of the claim of Massachusetts for militia services during the late war, was considered, and ordered to be engrossed for a third reading. [The sum granted by this bill is \$439,745 26.]

After disposing of several private bills, the bill for the several deaf and dumb institutions, was read the third time and passed, by a vote of 24 to 17.

Mr. Foot's resolution in relation to the public lands, was next resumed, when, on motion of Mr. Johnson, who was entitled to the floor, it was laid on the table.

The resolution offered by Mr. Frelinghuysen on the 10th ult. to prevent the transportation of the mail on the Sabbath, was taken up and again laid on the table on motion of Mr. F.

HOUSE. The bill for the reduction of the duties on Tea and Coffee, was, after an animated and interesting debate, ordered to be engrossed for a third reading to-

day. Amendments had been submitted by Mr. Semmes to reduce the duties on Tea from 2 1-2 cents per lb. as proposed by the bill to 2 cents, after the 1st of December, 1831; and to 1 cent after the expiration of a year from that date; and by Mr. Reed, providing that the duty on cocoa should not exceed 1 cent per lb.; both of which were agreed to.

Mr. Conner also renewed his motion to reduce the duty on Salt, which was advocated with great earnestness by Mr. Barringer, but it was not considered, Mr. M'Duffie having moved the previous question, thus cutting off the motion.

## FOREIGN AND DOMESTIC.

[From the Charleston Courier.]

France and Algiers. The latest intelligence from Europe confirms previous statements of preparations, on an extensive scale, for an invasion of the Dey's kingdom. Some accounts give 30,000, others 50,000 troops, supported by a strong fleet, as the armament destined to humble his barbarian Majesty. Rumour has assigned, among other ulterior objects of this powerful force, that also of the probability of its becoming necessary to interfere in adjusting the still unsettled state of the late Russian and Turkish war. But it is evidently intended for the northern coast of Africa. France will not be considered as occupying an elevated position among nations, if longer she defer a chastisement of Algiers for insult of her flag, and contempt of her power, by a comparatively petty Kingdom; a Kingdom which, however small in comparison with that of France, has at different periods proved extremely annoying to her commerce, as to that of all Christian nations. Situate in the Mediterranean, the piratical character of the Algerines has, for ages, been troublesome and destructive to the commerce bordering on that sea. The French have the credit of being the earliest to punish their piracies, which, on some occasions, were committed with dreadful cruelty. A fleet of fifty sail, commanded by M. Beaulieu, was the first sent to punish these outrages. Under Louis XIV. in August, 1682, a strong fleet commanded by the Marquis Du Quesne, bombarded and set Algiers in flames. The ravages of these pirates, in revenge, on the coast of Provence, induced the King to make another attack the following Summer, when the bombardment destroyed nearly the whole city, and all its fortifications and shipping. Signal chastisement has also been inflicted on those barbarians by the Venetians, the Dutch, the United States of America—and lastly, in 1816, by the English Admiral Lord Exmouth. Notwithstanding these severe inflictions, the Dey, at this time, compels certain Powers to purchase peace from him by tribute, and even dares to provoke the anger of such a power as France. This savage obstinacy and want of principle, can only result from the insatiable love of plunder, too long submitted to, and an indifference to the destruction of their cities, which they have always contrived to rebuild with astonishing rapidity. They place great reliance, too, on their land forces, by no means inconsiderable, and the occasional sickness of the climate, which once proved very disastrous to a French army. Every precaution will no doubt be taken against all possible causes of disappointment to the projected expedition. France cannot, without loss of honor, recede from hounding the Dey to terms of unconditional submission, now that she has drawn on her vast preparations, the eyes of all Europe. If this very display of her warlike resources does not produce such a consequence, and the conflict of arms does once commence, she must triumph over her enemy at any cost of life and treasure. It will redound to her shame, if in the same age that place Constantinople in the power of Russia, France should fail in chastising a pirate of the Mediterranean! But this is not to be apprehended.

Mr. Chabert, the Fire King, is practicing his experiments with poison; he has satisfied a meeting of physicians that he possesses an antidote to the poison of Prussic acid.

Kean had attempted the character of Henry V. and failed. In the middle of the part, he was obliged to address the audience, and crave their indulgence.—Kean says his health was not sufficiently restored to warrant his undertaking a new part.

The Alabama Journal gives the decision of the Grand Jury, which presented Philip Wager, a Brevet Major in the service of the United States, now stationed at Fort Mitchell in the Creek nation, Alabama, who by a Proclamation, on the 10th of March, commanded all white persons not having permits or Indian wives, within the space of fifteen days to leave the said country or Creek Nation.—The decision concludes, "that the proclamation is against the laws the peace and dignity of the state of Alabama."

Duties on Tea and Coffee. It will be seen by Congressional journal, that the bill for making a reduction in the duties on coffee and tea; has passed the House and been sent up to the Senate for concurrence. This reduction of the duties on these articles it is anticipated will amount to two million of dollars.