

NORTH CAROLINA SPECTATOR

AND WESTERN ADVERTISER.

VOLUME I.

RUTHERFORDTON, FRIDAY MORNING, MAY 14, 1830.

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State of North Carolina, Rutherford County.

Court of Pleas and Quarter Sessions—April Session, 1830.

Daniel Coleman

vs. Mark Alexander and wife Sarah. Petition for Partition.

Appearing to the satisfaction of the Court, that the defendants in this case, are not inhabitants of this State: It is therefore ordered, that publication be made six weeks successively, in the North Carolina Spectator and Western Advertiser, that unless they appear at the next Court of Pleas and Quarter Sessions, to be held for the County of Rutherford, at the Court House in Rutherfordton, on the second Monday in July next, then and there to answer, plead or demur, plaintiff's petition will be taken pro confesso, and heard ex parte.

Copy. Teste, ISAAC CRATON, C. C. May 7, 1830. Pr. adv. \$3.50. 12 3/4

SADDLE WALLET'S LOST.

On the evening of the 13th inst. between Geo. Sattles and John Babers's, a pair of SADDLE WALLET'S nearly new, containing sundry papers and blanks and a pair of shoes. Any person who may find said wallets, and return the same to the subscriber, shall be liberally rewarded.

JAMES M. WALKER.

Mouth of Broad and Green River. April 14, 1830. 9 1/2

LAND AND MILLS FOR SALE.

The subscriber wishes to sell his TRACT OF LAND lying on Brushy Creek, containing One hundred and twenty acres, with a tolerable good FARM, two good GRIST MILLS and a good assortment of BOLTING CLOTHS, all in a large framed house, a place of great custom, and a permanent stream sufficient for a furnace of common description. It is situated six miles east of Hamilton's store, and three miles west of William Weathers's Esq; which if not disposed of at private sale, will be offered to the highest bidder, at William Weathers's, on the last Saturday in May next.

MARTIN S. ELLIOTT.

Rutherford, April 30, 1830. 11 3/4

300960 ACRES OF LAND

For Sale in the County of Macon, N. C. At the June term of the County Court in Macon County, I will expose to public sale, for taxes, 200,000 ACRES OF LAND, in said county, being a body of land granted by the State, in the year 1796, to John Holdiman and Jacob Esselman, situated and bounded as follows: Beginning at a White Oak, Locust and Hickory, and running North 15 deg. West 100 poles to a White Oak; then South 75 East 400 poles to a poplar; then South 15 East 800 poles to a White Oak; then North 75 East 400 poles to a White Oak; then North 15 West 700 poles to the beginning. This tract is estimated as 45 miles in length and 20 in breadth, and comprehends the body of the County of Macon.

At the same time and place, I will sell for taxes, due for the year 1829; so much of the lands granted to Cathcart and Stedman as lie in the county of Macon, containing, by supposition, about 100,000 acres.

BYNUM W. BELL,

Sheriff of Macon County. April 23, 1830. 10 1/2

LAND FOR SALE.

TWO LOTS in the town of Rutherfordton, joining the Main-street, one Front Lot containing one acre of ground, and is one half the square formerly held by Mrs. Gilbert.

Also 33 or 34 acres adjoining the town lands, surrounding the Academy, on which is a field of 8 or 10 acres cleared and enclosed with a good fence. For terms inquire of Mr. Jacob Michal of this town, or the subscriber.

ANDREW LOGAN.

March 1, 1830. 3 1/2

SCHOOL.

The subscriber will commence his School in Charlottesville, on the 10th day of January next, for the instruction of boys, in the English, Latin, Greek and French languages, which will comprise a session of little upwards of ten months. A vacation of one month will be given in August. The course will comprise, in the English Department, English Grammar, Geography, Book-keeping, Arithmetic, and a preparatory course of Mathematics, viz. Lacroix's Algebra and Legendre's Geometry; in the classical, the Latin, Greek and French languages with Ancient History, Geography, and Mythology. The instructor will be generally during the day with his pupils, save a sufficient time for exercise and recreation; so as to assist and instruct them both in the preparation and recitation of their lessons. As he intends his school to be permanent, and believes the advantages of an education, and the facility of acquiring it increased by pursuing a regular and systematical plan, he would prefer, as pupils, those boys who will probably complete their scholastic course with him. His course is such as to give boys all the necessary preparation for any of the Colleges or Universities, and especially for the University of Virginia, with an eye to which it has been prepared. He would be glad if those who intend to favor him with their patronage, would immediately apprise him of their intentions, for if the size of the school will justify it he will employ an assistant, so as to have the French Language taught by a native Frenchman. Those who may not be acquainted with the subscriber, he would refer to Thomas W. Gilmer, Rice W. Wood, V. W. Southall, James W. Saunders, Henry T. Harris, Dr. Ch. Coker, Thomas J. Randolph, Philip P. Barbour and Wm. F. Gordon. Board in genteel families, can be obtained in Charlottesville from eight to ten dollars per month.

TERMS FOR A SESSION OF TEN MONTHS. For instruction in the English branches, Latin, Greek, French and Mathematics, \$35 English branches, Latin and Mathematics, \$30 English branches only, \$25

GEORGE CARR,

Principal. Charlottesville, Va. December 1, 1829.

AGRICULTURAL.

"The agricultural interest of our country is essentially connected with every other, and superior in importance to them all."—A. Jackson's Message.

Silk. Mr. Spencer, from the committee to whom the subject of silk in the United States was referred, reports to Congress that 8 pounds of cocoons from the American silk-worm will produce as much silk as 12 pounds from the French or Italian; that every State in the Union is adapted to the culture—that we imported last year \$1-2 millions of dollars in silk. A correspondent of the Albany Argus adds, that the town of Mansfield produced \$25,000 in silk last year—that one fringe market in Philadelphia consumes \$20,000 worth a year; and recommends the subject to farmers with large families, and to overseers of poor houses. The managers of the Alms House of Philadelphia have determined to raise silk by the labor of a part of the disabled paupers. It affords us much pleasure to state as a highly praiseworthy circumstance, that two or three of the most respectable ladies of this city have commenced raising the worm, and are making such preparation to conduct their experiments as, we hope, will test the policy of making the culture of silk an object of pursuit in this section of the country. Indeed, we think we have sufficient proof that the labour of a large class of the community could not possibly be otherwise half so profitably employed. Yet such is the inveteracy of habit, that the utility of new vocations must be established by proofs piled upon the shoulders of demonstration, before we can be persuaded to adopt them. We therefore hope that the laudable enterprise of the ladies, not only in this place, but in other parts of the State, may be carried on with an energy and perseverance, which shall result in evidence sufficient to convince the most credulous, and arouse the active co-operation of the most lethargic.

Fine Cow and Calf. Mr. L. Jenkins, in a letter to the editor of the American Farmer, dated at Canandaigua, N. York, March 20, says: "I have an imported cow, of an improved breed, which was weighed at the hay scales in this village, to-day, together with a calf one year old this present month, same stock, the joint weight of the two was, 2453 lbs.; weight of cow, 1665; calf, 788. It might also be gratifying to state, the above cow, in the season for milk, has given 39 quarts of rich milk daily." L. JENKINS.

Extracts from Mrs. CARSON'S Speech, on the Buffalo Road Bill.

[Concluded.]

"I shall now turn my attention to the relative merits of the different routes; and, if this road is to be made, I think I can show the propriety of selecting the most direct practicable route."

"For all purposes, Sir, connected with the transportation of the Mail, the saving of time, cost of construction, distance, &c. the most 'direct and practicable route,' as proposed by the amendment, I had the honor to lay on your table a few days since, and which was printed by order of the House, and which I shall offer to the committee before I take my seat, is certainly the preferable one."

"I lay down, then, as incontrovertible facts, that the route I proposed will be better, the cost of construction less, the distance less, and the number of inhabitants accommodated much greater."

"Now, Sir, if I establish those positions, what member can refuse to vote for the amendment, whether he be for or against the bill?"

"The gentleman from Tennessee (Mr. ISACKS) has clearly established the correctness of my three first positions, (as to the goodness, cost, and distance,) and the engineers who made the reconnaissance of the different routes have proven the fourth, (the number of inhabitants to be accommodated.) The gentleman from Tennessee, (Mr. ISACKS) said, (and I truly thank him for the argument) that, on the East of the mountains, we had a fine level surface; that nature, in her works, had been kind to us; we had nothing to do but to throw up a little sand, and we had fine roads, &c. With him, he said, and his constituents, and the people along the route selected, it was very different; they had mountains and limestone to contend with, and natural obstructions, which required the hand of art to alter and render them in a condition for the use and advantage of the country, &c. &c. and therefore, the Western route was the proper one. In answer to this argument, I have nothing to offer; the gentleman has granted all I ask—nay, more, Sir, I do not intend to disparage his route, by portraying the lofty mountains, and the quantities of limestone, which it would cost millions to make a road over, but only

meant to urge, what cannot be denied, that the direct route is unquestionably the nearest; that the East side of the mountains afforded abundant materials for the construction of a road; that the surface was better, and the graduation more easy, than on the West side of the mountains; and the costs of construction would be much less. Sir, the Engineer, support me in those positions; and what they have failed to do, has been abundantly supplied by the gentleman from Tennessee, (Mr. ISACKS). With regard to the population, Sir, to be accommodated by this road, I beg leave to read from the report of the Engineers, (the same as before recited) page 22.

"Leaving out the States (say the Engineers of Louisiana and Mississippi, and the District of Columbia, the States accommodated directly, by the Eastern and middle (or direct as I proposed) route, will be (census of 1820).

Virginia, the population of which is,	2,065,336
North Carolina, do.	638,829
South Carolina, do.	502,741
Georgia, do.	340,989
Alabama, do.	127,901

Making 3,675,829

"The States directly accommodated by the Western route, will be

Virginia,	2,065,336
Tennessee,	422,813
Alabama,	127,901

Making 2,616,050."

"This Mr. CHAIRMAN, shows a difference in favor of the direct route, of 1,059,746 of a population to be accommodated by this road."

[Here Mr. BLAIR, of Tennessee, requested Mr. C. to read further from the report, with regard to the States that would be indirectly as well as directly accommodated.]

Mr. C. resumed. "I am requested, by my honorable friend from Tennessee, (Mr. B.) I say my friend, Sir, because I know him to be so, to read further from this report. I will do so, Sir, and I assure my friend that due deference shall be paid to his route, (Western route.)"

"But (say the Engineers) if we add Kentucky and Georgia, which will be indirectly accommodated by the Western route, we shall have for the population accommodated, both directly and indirectly, by this route,

Virginia,	2,065,336
Tennessee,	422,813
Alabama,	127,901
Kentucky,	564,317
Georgia,	340,989
Total	3,521,356."

"Now, Sir, even with the addition of the population of the State of Kentucky, which they say is to be indirectly accommodated, there is a balance still in favor of the direct route, of a population directly accommodated, of 154,440."

"But, Sir, why does my friend from Tennessee (Mr. BLAIR) press this indirect consideration upon the House? Does he not know, Sir, that Kentucky cannot be benefitted, either directly or indirectly, by this road? And does he not further know, Sir, that the State of Kentucky would never have been mentioned, if it had not been to effect political results, favorable to the men in power when this report was made? Sir, does my friend recollect who was Secretary of State at that time? and the exertions made to continue his influence and control over the State of Kentucky? Was not every branch of the 'American System,' Sir, brought to bear upon her, and particularly this branch, of internal improvement?"

"Sir, those were the causes which produced this report, or the name of Kentucky would never have been mentioned. But the times were dangerous; the 'line of safe precedent' was threatened; and every nerve was exerted to arrest the blow; but all, all would not do, Sir; the line was broken, and it is matter of deep surprise, Sir, to see those who gave their aid in producing the result, now using the same flimsy, futile, and disingenuous arguments, which were resorted to by those persons, with a hope of continuing their power, merely to effect sectional objects, or with a view of producing benefits to themselves and their constituents."

"The gentleman from Tennessee (Mr. BLAIR) also said, Sir, that nothing had ever been done to advance the interests of his constituents, or his State, by this Government. Sir, the gentleman has surely forgotten that four hundred thousand acres of land in Alabama, equal to 600,000 dollars, were appropriated by this Government for the opening of a canal round the Muscle Shoals of the Tennessee river, and that the completion of that work would admit steam navigation to East

Tennessee. One steamboat has already, Sir, been (as I am informed) so high up as the Holston a place called the Boat Yard, which is in the district of my honorable friend (Mr. B.)

[Mr. BLAIR here corrected Mr. C. and said the boat had only ascended as high as Knoxville.]

"I thank the gentleman for the correction, Sir: I had mistaken the point, but it does not weaken the argument; for the streams leading from the district represented by that gentleman to Knoxville are navigable, and boats daily passing them. I heard a fact stated the other day, by a highly intelligent gentleman, who resides near Abington, Virginia, while conversing with the Vice President and some other gentleman, that he had started at one time forty boats, each containing one hundred barrels of salt, from a point on the North fork of the Holston river, fifteen miles above Abington, which salt was probably to supply North Alabama, and part of Tennessee. I mention this fact, Sir, as an answer to that part of the argument of the gentleman from Tennessee, which related to the transportation of salt from the salt wells in Virginia. Certainly, Sir, if this road were made, no one would think of transporting salt by wagons, incurring the expense of teams, &c. which could not haul more than ten barrels at most, when they could send one hundred barrels by one boat. But why talk of those considerations, which are merely sectional in their character? They should have no bearing in this case, Sir, if, indeed, the work is national. But, Sir, who will say, after witnessing the whole proceeding of the committee which introduced this bill, that national considerations were the causes which induced them to report this bill, and to make the selection they have done for the location of the road?"

"Sir, national considerations have nothing to do with it; it is the offspring of a combination, based upon local considerations, for the accommodation of gentlemen who compose part of the committee, and through whose districts this road is to run; and the location fixed on was for their accommodation, not for the nation. Yet, Sir, we are called on now to appropriate millions of the public money (2,225,000 is the sum wanted for the present) to promote the interests of certain sections of the country, and to subvert the views of combined interests upon this floor."

"Sir, I say combined; and, if any have doubted the fact before, has not the introduction of this bill, for a lateral route, leading from 'Zanesville, Ohio, to pass through Lexington, Kentucky, Nashville, Tennessee, and to intersect this road at Florence, Alabama, put the seal upon the arrangement, and developed the whole matter, in bold relief, before every eye not blinded by interest or other motive?"

"Sir, but look who composed the committee that produced these bills. See the States they are from, and the sections of States they represent," then couple the routes and circumstances together, and tell me, Sir, if there is room left to entertain a doubt as to the causes which have produced the effect. Sir, I will push this subject of combination no further, lest the feelings of some personal friend might not escape unscathed. I desist, therefore Sir; not that I fear the contest, or doubt the results, but for the reason just mentioned."

"Mr. Chairman, I have endeavored to show that the considerations urged by the supporters of this bill did not exist, or at least did not exist to that extent which required at our hands the application of the public money. How far I have succeeded, Sir, in my feeble effort, I must leave to be decided by those who have been so indulgent as to favor me with a hearing."

"But, Sir, above all the reasons which have been urged against the expenditure of public money at this time, is there not yet another, which should sink deep upon the minds of the friends and supporters of our present illustrious Chief Magistrate? Sir, does he not stand pledged to this nation to pay off the public debt, and to exhibit the proud and sublime spectacle to the world, of a nation out of debt? which, indeed, Sir, would be 'something new under the sun;' and was he not pledged by his friends, in anticipation, to effect this desirable, this important object? What said they, Sir? Why, elect the plain old republican, Andrew Jackson; he will bring

"The Committee on Internal Improvement is composed of Messrs. Hemphill of Penn. Chairman, Blair of Tenn., Haynes of Geo., Letcher of Ky., Vinton of Ohio, Craig of Va., and Butman of Maine."

"This route passes directly through the districts represented by Virginia, and Blair of Tenn. The lateral route from Zanesville, Ohio, and passing through Kentucky, is Messrs. Vinton and Letcher's part of the system. The Buffalo end passes through Pennsylvania, the state which the honorable chairman, Mr. Hemphill, is from

"order out of chaos; he will restore republican simplicity, will pay off the national debt, and relieve us from the necessities of high tariffs, &c. And what are those very men doing, who were foremost in exciting those expectations, and pledging him for those results? Why, Sir, we now see them willing, nay, urgent, to squander millions of money, because, perchance, their immediate district may receive some little benefit. Sir, in my opinion, if ever there was a man anxiously desirous to fulfil the just expectations of his friends, and to advance the general interest of this nation, Andrew Jackson is that man. But, Sir, if we go on in the manner we have started, how can he discharge those obligations, and meet the expectations of the American people?"

"Is not every dollar, Sir, which we appropriate beyond the current expenses of the year, so much of the money which would otherwise go to the payment of the debt of the nation? Sir, if we appropriate these two millions and a quarter, where will the surplus be, or where any money, except the Sinking Fund, to apply to the payment of the public debt? Nay, Sir, the Sinking Fund, also, is to be broken in upon; that sacred guarantee pledged to the creditors of the nation, must be taken also, and distributed among the States for purposes of education. [Here Mr. ISACKS said he was not aware of any such intention on the part of any one.] Mr. C. resumed. I allude to the resolution, Sir, passed by this House, instructing a committee to bring in a bill for the distribution of the net proceeds of the sale of public lands among the States for purposes of education; and, Sir, those lands were solemnly pledged by this Government to its creditors, and belong to the Sinking Fund, and should not be touched till every farthing of the obligation is discharged."

[Mr. ISACKS said he did not vote for the resolution.] Nor did I charge the gentleman, Sir: I only speak of what is going on and the effect it will have upon the administration; and I must further tell the gentlemen from Tennessee, (Messrs. BLAIR and ISACKS) that if they desired (which I know they do not) to ruin and blast forever the hard earned fame of that best of men, who, upon all occasions, has proven his disinterested devotion to his country and to his friends, that they could not have fallen upon a better plan than this, of appropriating money, leaving him powerless, and without the means of doing that which he stands pledged to do."

"Sir, are they prepared to hear him exclaim as did Cæsar (when struck by, as he thought, his best friend) 'and you too my son!' Will they bind him in fetters, and leave him, mangled and bleeding, to the mercy of his political enemies, who would glory in the spectacle? Sir, if I believed them prepared for this, the line of separation should be eternally drawn between them and me. Sir, I supported the election of General Jackson because I believed him honest and meritorious, and I shall support his administration, Sir, because now I know him to be so.—He will realize the expectations of his friends throughout the nation, if his friends here, by their misguided policy, do not prevent him. Sir, my strength has failed me—I am done. I only ask leave to tender my thanks to the committee, and to offer the amendment which is on your table."

Mr. Barbour and the Tariff. In the course of his observation on the National Road bill, Mr. Philip P. Barbour is represented to have stated the important fact, that "the Secretary of the Treasury had informed him, that duties on importations to the amount of seven and a half millions of dollars might be abolished without injury to the revenue, and without any detriment to the manufacturing interest!—He alluded to the duties on Tea, Sugar, Coffee, &c." We cannot but hope, notwithstanding the advanced period of the session, that a modification of the Tariff as respects these articles of universal consumption in the country, called for by so many powerful considerations and opposed from no quarter, will yet be effected before the adjournment of Congress. Is it not better that all the families of the Nation should drink their Coffee at ten cents per pound, than that they should continue to pay twenty cents for the one, and twelve and a half cents for the other—producing a surplus revenue, which serves only as food for everlasting debates? Answer, ye Conscript Fathers, chosen to legislate for the public good! Would not our eight dollars per day, derived from some other source, feel as heavy in your purses, as if produced by a tax upon these articles of prime necessity with both rich and poor? [Petersburg Int.]

Among the new publications advertised in London, we observe "A Review of Capt. Basil Hall's Travels in North America. By an American."