DANBURY, 24th Dec., 1851.

Dear Sir: Having completed what I believe to be a fair, if not a thorough investigation (at least for one individual to make, unaided and single handled) of the mineral and other resources of the country bordering and lying upon the head waters of the great Southern tributary of the Roanoke, and prepared a sketch of the same in pamphlet form, for publication, and being about to commence a voyage down that River, with the intention of giving it a practical survey to ascertain if it cannot be so improved by a simple, cheap, and permanent course of sluicing, as to warrant its being navigated by light draft steamboats-I feel it to be my duty, as well as a pleasure, to return you my warmest thanks for the kindness and hospitality experienced by myself at your more than agreeable mansion; and in so doing I embrace the opportunity to unravel any mystery that might have appeared (to some persons) to accompany my proceeding in this section of coun-

For years I have entertained a strong desire to examine this region, but could not make it convenient to do so, until the summer of 1849. In looking over the map of the United States, bad pictured to dyself that there must be a rich body of minerals near the surface, at the point I always considered the great elbow made by the Blue Ridge, where it turns suddenly to the West, and, as it were, forms a junction with the Alleghanies and the Eastern spur of the Cumberland Mountains, thereby constituting what deserves to be called the first grand point in the united or main Backbone of North America.

I can only say, that the result of my solitary and unaided exploration far exceeds the most sanguine expectations I ever formed on the subject, and the well authenticated minerals I shall bear away from this region will, I am confident, wherever they are duly exhibited, make converts to my opinion.

I look upon the Dan River as being the natural and proper outlet, as well as inlet, for the entire country in the vicinity of the Fancy Gap, in Virginia, and all that portion of territory situated upon and near the head waters of the Yadkin, above the Bean Shoals; and also for a considerable distance below that point.

A turopike or plank road, of less than 30 miles in length, would bring the Yadkin couny products to the Dan, at a point near this place, and thus enable them to be put down in the Northern markets, by a route at least 300 miles nearer than they could be, via the Yankin and Deep Rivers. You are aware of the large amount of capital already invested in Rail Roads constructed or to be constructed, almost solely for the purpose of lorwarding to the seaboard, the valuable produce that annually floats in the miserable batteaux down the Dan, Staunton, and Roanoke Rivers. Norfolk has one road, Petesburg another, and soon a third one will be completed by the people of Richmond.

When at Gaston, I was politely permitted to have access to the books of the Roanoke Navigation Company, and ascertained therefrom, that for several years past there had annually been delivered at that point from the River 10. 000 hhds of leaf and 3,000,000 pounds of manufactured Tobacco-10,000 bbls. of Flour. (the latter being from the Staunton River country.) - while there was 1,000,000 pounds of sundries, independent of 8,000 sacks of Liverpool Salt, and large quantities of Sugar, moup the River.

I need not state, that the present amount of mere maily or portion of what would naturally and inevitably centre on those waters, were they made navigable for light draft stemboats, -nor was it necessary for me to allude to the rapid increase of your population, that would flow in from abroad, to develope your mineral and other natural wealth; and the consequent increase in the value of your lands, if emigrants could reach here by a cheap conveyance up the Roanoke an Dan, in comfortable steamboats.-Moreover, it has occurred to me, that by laying the proper mineral and other evidences before them, the wealthy stockholders of the three Rail Roads leading to the waters of the Roanoke, might without much trouble, be prevailed upon to subscribe sufficient to put in operation here at Danbury, an extensive Furnace, Rolling Mill, Nail Factory, &c., where could be made all the Rail Road iron, that is from time to time being required by those Rail Roads; also it might be furnished to other Roads at a profit, especially if we should chance to get in a war with European powers. Also, I have no doubt that ample funds may be procured at the North, to establish here, works for making Steel, as at this point may be found in unlimited quantities the Spethic Iron ore, which produces the best quality of iron for manufacturing into steel. England imports annually from Sweden mere than 20,000 tons of that kind of iron for the purpose of making it into steel; and if she can afford to go to Sweden after the material out of which she makes all of her best steel, and then can make a large profit on it by shipping it to our shores, I am clearly of the opinion that, as here is the right kind of iron, limestone, blacklead, firebrick clay, with charcoal abundant, and labor low, this is a point where steel may be produced on profitable terms. Also at Jersey City, opposite New York, where rents, labor, charcoal, firelick wrought out of spethic iron brought from the Adviondack mountains on Lake George, more than three hundred miles inland distant from the place where the steel is manufactured, I might go on enumerating the self-evident

advantages of this section of comparatively unsettled or uninhabited country, with its forrests and best woodlands remaining in their primitive and undisturbed condition, until I should have written a volume ; but, to a comprehen. rive and far seeing mind, it would be unnecessary. I will therefore not dwell on what might with justice be said respecting the Sauratown Mountains, with their full 150 square miles of surface embraced in almost a direct Northern and Southern exposure, a place destined beyond doubt, to be in a few years literally swarming with the sheep of our Northern wool growers, who at this time are pasturing some of their numerous flocks on the Blue Ridge within 100 miles of this place, -nor need I de. scribe to you how easy I believe it will be for me faided as I shall be by my recollection of minerals.) to excite the money making appetues of the good people of Petersburg, Norfolk. Richmond and other places. My mineral witnesses will speak in language that cannot and will not be misunderstood.

produce reflection, if not action, in relation to the propriety of constructing a Cotton or Woolen Pactory opposite to this town; and I sin. cerely trust you may, under existing circumstances, feel warranted in heading that or some paper of similar import, with a liberal subscrip-Capt. has pledged himself to follow your subscription with one of \$1,000; and there are others ready to subscribe more or less, as soon as they can get a leader in whom they can have confidence, and as you are a person of that identical description, I hope

they may not look in vain for your example. On the subject of the ease and moderate expense with which the Dan and Roanoke may be rendered navigable for light draft steamers, I have never entertained a doubt since my voyage up to this point from Gaston. I will state also, that from Hairston's Ford to within a few miles of Danville, the Dan has its bed with only one exception wholly in the Secondary or Coal Formation; the rocks over which it pass. es being either Coal, Slate, secondary Sandstone, or some similar friable formation, that may easily be made into sluices of the right kind for steam navigation. Smith's river, which entirely passes over primitive rock of the hard. ro' or the river. est species, has been rendered navigable from its junction with the Dan to the Blue Rock Falls a distance of 60 miles, for boats drawing from 18 to 20 inches of water, at the small expense of \$9,000. In one instance I was informed that the river had the enormous fall of 30 feet in a mile, which fall, by zigzag sluicing, was rendered perfectly safe and easy to be passed by batteaux deeply laden at nearly all seasons

One thing is certain, if no effort is made to wards it, Dan River never will become navigable for steamers, and no man can foresee the advantages in full, that would be derived by the people of this region, were that river to be so far improved as to admit of the passage of light draft steamboats, similar to those about to be employed on Deep River.

ago in the Danville Register, over my own signature, I am a mere tyro in mineralogy; but I do make some pretensions to a knowledge of maritime matters, having followed the seas from the time I was 13, till I was 29 years old, and filled during that period the various stations on shipboard, from cabin boy to the command of several vessels; and since leaving the sea, I have always had more or less to do with seagoing vessels, steamboats, and all kinds of waer-waggons or vehicles, used in transporting produce upon our canals and rivers. Hence I infer, it will be in my power to so arrange facts and circumstances, that I shall be able to convince any man of sense and reason, of the practicability of making the Dan and Roanoke navigable for a profitable class of steamboats or water-wagons, when I shall have completed my survey of those rivers, and back it up with a fair display of the valuable minerals that abound in and about their head waters. At all events there will be no deficiency on my part, so far as regards zeal, perseverance, and determina-

> Your Obedient Servant. SAM'L W. DEWEY.

### CAROLINA RAILROAD DEPOT AT WAYNESBORO.

We have heretofore alluded to the change which the directors of the N. C. Railroad Co., have recently made in regard to the depot at the Eastern terminus of the Road. In our columns to day will lasses, nails, &c. &c. &c., shipped from thence | be found the proceedings of a meeting of that portion of the stockholders, whose interests are more directly affected by this trade on the Roamoke and its tributaries, is a change. These resolutions speak for themselves and require no comment to prove that the remonstrance which they embody against the change in the depot is well founded, and that the case would justily much stronger language. But in order that the full force of this remonstrance may be apprehended by those who are not familiar with the facts of the case, we will state then more full than it was necessary to do, in these resolutions, and subjoin such remarks as the circumstances

appear to us to call for. The history of this matter is briefly this. The Charter of the N. C. Railroad company directs that the Eastern terminus of the road shall be upon the Neuse river and at the point where the Wilmington road crosses that river. On examination of the ground however, at this point, it was found impracticable, or at least, inconvenient and expensive, to make the terminus of the road at this point. According after the organization of the company, at a full meeting of the Directors in December, 1850, it was decided by the board that the road should run to Waynesbord,' and that there should be a depot at that place. At the meeting of the directors in May last, it was further decided that the road should be continued on from Waynesboro, to a point on the Wilmington and Raleigh Road, one mile and eight hundredths to the South of Goldsboro, a depot still being located at Waynesboro. This was also done at a full meeting of the directors, the Neuse river interest as well as all other interests concerned being represented in the meeting at which this was clay, blacklead, &c. are all high, steel is done. As this arrangement complied with the spirit, although not according to the letter of the charter, all interests acquiesced in it, and no suspicion crossed the minds of those who are interested in Neuse River improvement, that any further change was contemplated. One remark This action of the board in May locating the road direct to Waynesboro'; and continuing it on the Wilmington Road was decided upon, as we are informed, on good authority, after a careful survey of the ground by Major Gwyn, and a report by him laid before the board of Directors, recommending this as the most eligible and best location. We do not profess to quote the words of his report, but this we understand was the substance of what he recommended in regard to the eastern

terminus of the Road. Things stood in this position until the time of a late meeting of the Directors; when as we learn, an important change was made. This meeting was but thinly attended, and no one representing the river interest was present. No regular report of the proceedings has yet been sent In conclusion, I beg leave to observe, that to the stockholders in Newbern, but they

a paper drawn up by myself, with a view to the President of the board, and from other ing but sincerely desirous to do all in our been decided upon which in their opinion an enterprize in the true spirit of the Charthe people upon the whole line of the Central Railroad, and which infringes upon the rights and materially effects the interests of the people of this portion of the of our interests.

The amount of the change in the location of the extreme Eastern portion of the road, is from the best information yet received here, that the main stem of the road, instead of going to the river, at Waynesboro, as was before decided, is to pass directly on to the Wilmington road and terminate at a point very near to Goldsboro. We cannot learn from any authentic source, nor have the Stockholders learned, that this change as specified in the report authorizing it, and which was made as it is understood, at the instigation of Major Gwyn, embraces any provision for any connexion with Waynesbo-

The Stockholders here, are informed it is true that the contractors prefer building an arm, from some point on N. C. Railroad, above its termination at the Wilmington road to Waynesboro', to running it direct, as before provided to Waynesboro', and thence to the Wilmington road. But no information has yet reached those interested here, to authorize the belief, that the Directors guarantee in any way that this shall be done. It is reported here indeed, that this arm to Waynesboro' is to be built, and that operations are already commenced with a view to building it but rumor is all the assurance that we have here, that such is the fact. It was made the duty we learn of Major Gwyn, In relation to my humble self, as I stated long the Chief Engineer, to send the proceedings of the Board at its late meeting, to the Directors resident in Newbern, but that has not been done.

But supposing even, that there is to be a connexion at Waynesboro', such as reported, does this help the matter much, or

does it justify this proceeding? One thing is certain in any event, unless all the reliable information upon this point that has been received here is erroneous, and that the main stem of the Road is to run to, or near to Goldsboro'. and to touch the Wilmington Road, and not the river and road both, as provided by the Charter. If there is to be any connexion with the river at all, it is to be by means of a fork or arm only, from the Central Rail Road, to Waynesboro'. This is a palpable violation both of the letter and the spirit of the Charter. Those who from this section of the State at least, voted for the Charter of the N.C. Rail Road, did so with the express stipulation that a sum was to be appropriated for the improvement of the Neuse River, and that the main stem and not an arm of the road, was to go to the river. Does the location of the road as it is now understood to be arranged, comply in any sense, with this stipulation? Certainly not. Again, is not this change a violation of contract, with those who, with the understanding that the main depot at least was to be on the river, subscribed to the stock of the Company? Clearly to our minds.

If it be said that a branch or arm to the river is the same in effect so far as the interests of the Road at large, or our rights and interests here are concerned, we deny it and say to those by whose influence this wrong has been perpetrated, that they are not to come the Giraffe over us in this style.

With the main stem running direct to the river, the cars of course coming down the Central Railroad would necessary go first to the depot on the river, and there stop first. Who is so dull as not to see. that this arrangement, would be more likely to facilitate the transportion of produce down the river, than if there is merely an arm from the main stem to the river? The operation of course will be, that the principal train of cars will not riety: go to the river at all, or if it does will have to be taken back from Goldsboro' to Waynesboro'. Occasionally a car may, it is true, be detached, where beforehand then, we notice that the rooms formerly occuit is known the produce in them is to go down the Neuse, and sent on the arm of the road to Waynesboro'. This arrangement will throw of course the main depot on the Wilmington Road, as those at whose instigation it has been done in all probability intended. The main depot, the machine shops, &c., will be there, instead of being as would have been the case at Waynesboro'. The consequence will be that the main portion of the busi-Wilmington Road, instead of being fairly divided, as would have been the case, had the provisions of the Charter been

complied with. We have more to say upon this subject, but we must close at present by simply asking if a proceeding of this kind is cal culated to harmonize interests in different portions of the State, to promote the interest of this great State work, or to secure for it that respect and popularity that are essential to its success? Laying out of view the wrong done to the river interest, is it politic, is it right to allow local and sectional interests to control the ultimo, says: action of a board constituted to act for the good of the whole? Is it the way to promote the interests of the people, to throw obstacles, palpably in violation of private rights, in their way of having a choice of markets? But more of this at another time.—Newbernian.

adopted by the meeting referred to in the foregoing article. The meeting comprised the most influential citizens of Newbern concerned as stockholders.

Resolved. That while as members of a large taxpaying community, as good citi zens of the State, and (under all the circumstances) liberal subscribers to this - has promised to hand you have received sufficient information thro' great improvement, we are not only will-

sources, to satisfy them that a change has power for the accomplishment of so noble is a palpable violation of the Charter, one | ter, and in good faith to all the parties conwhich affects injuriously the interest of cerned, yet we are determined to employ all lawful means to resist a violation of that instrument and to prevent gross infractions of our rights, and an utter ruin

### HOW THE MONEY GOES.

The hard fisted vecmanry of the country who eat bread in the sweat of their faces will learn with surprise and indignation that they are to be taxed to pay a bill of five hundred dollars per day to Brown's Hotel in Washington for the time that Monsieur Kossuth and his whiskered ragamuffine remained in the Federal City, try. ing to overturn the foreign policy of the counthis fact furnish upon the republicanism of the great Magyar!" The editorial correspondent of that able and conservative journal, the Richmond Whig writing from Wasnington says:

On calculation. I find that \$500 per day for twenty-two persons (the number of this Red Republican's suite) make just twenty two dollars and seventy three cents per person-a nice average, when you consider that nearly half of them were the mere Hungarian menials, the common domestics of this renowned friend of Equality. Common report says that the Mag yar and his aides de camp, ushers guards and the like, (for he has all the mimicry of a court about him) have had rather a fine time of it here; that the superiors had themselves serv. ed like princes: and that their very servants, when the masters were done feasting on everything that was costly sat down to their second ary banquet, with each his bottle of champaigne! I need hardly say that there is no royal nor imperial bousehold in Europe or upon earth where the lackeys are allowed the like, are crammed with dainties and sluiced with the richest juices of the vineyard.

Such seems to be the scene of high life below stairs, which this Hungarian Patriotisma wretched apery of the profusion without the splendor of monachies-has been suffered to present among us. The proverb says, " set a beggar on horseback and he'll-ride to the devil:" and so have these tatterdemallions done, in the exaltation to which they have been lifted by popular favor here. Kossuth has kept a court at Brown's, a state and attendance, that are a commentary upon his professions of republicanism, and upon the shallow guilibility of our peo ple. He is awaited upon as if he were a king. His door is defended from vulgar approach by a body guard of Huns as servile and only less numerous and shabbily uniformed than if they belonged to some crowned head: ushers and pages in mean liveries fence the nearer approach to his person: aides de-camp and secretaries are in immediate attendance upon his regal presence; and in short, he plays the king in his country which he could not be in his own. Now we should like to know, pertinently asks the Wadesboro' Argus, where Congress finds the power under the Constitution of the United States, to pay five hundred dollars per day to the keeper of Brown's Hotel to furnish champaigne and other dainties of the like kind to this Hungarian gambler and his "shabbily uniformed" body-guard. No such power we venture to say, can be found: and when congress makes the appropriation for the payment of this enormous bill, it will be placing its unhallowed hands upon coin which it has no manner of right under the sun to touch. As well might it vote supplies for Queen Victoria's private purse, or make an appropriation for the Duke of Wellington's hounds.—In the name of the good people of this country we protest against any such dis-

position of their funds. But this is the humble and penniless exile who comes upon a mission of democracy amongst us; and he must "have a court at Brown's, a state and attendance!" be waited upon like a King and must have his door defended from vulgar approach by a body guard of Huns! And the people of the United States, the poor hard working people, against whose entrance his palace door is thus guarded

The Aztec Children .- The New York Sun thus refers to those interesting specimens of an exclusive race, the obscurity of whose history, as associated with their peculiar habits, has hitherto invested them almost a fabulous noto-

"We alluded, some days since, to the presence in this city of two specimens of a Lilli putian race, from Central America. Since pied by the National Academy of Design, in the Society Library Building, corner of Broadway and Leonard street, have been fitted and curiosities than are these diminutive representatives of humanity, we have never seen. They are not dwarfs, nor are they ordinary sized beings. They are full grown Lilliputians-every way perfect in form and feature. The boy is about fifteen years old, the girl about nine .-They are said to be the children of the Priests of The Sun in Iximaya, a secluded city in with the outer world. The boy named Maximo is thirty three inches, and the girl, Bartola, twenty nine inches high. Their skin is of In. dian hue; hair and eyes jet black, the latter large, brilliant and expressive. They are dressed in closely fitting stockinet dresses, with short fanciful tunics, rendering their very appearance interesting, aside from the curiosity excited by the peculiarity of their form and

FRACAS WITH AMERICANS IN EGYPT The correspondent of the London Chronicle writing from Alexandria under date of the 5th

"On the 24th the first passenger steamers for Assyrian and intermediate ports left Cairo, taking a goodly number of tourists, of whom a great proportion were American gentlemen .-On the day following an unfortunate fracas occurred between a party of six Americans, who had arrived near Cairo from this city in one of We copy below, one of the resolutions the usual passenger boats of the country, and the native inhabitants of a suburban village called Embarba, arising out of a dispute between the latter and the crew respecting some presumed trespass, which ended in a resort to firearms. About a dozen shots were exchang. ed, and some of both parties were badly wound. ed, but no lives lost. It appears the American gentlemen were grossly maltreated, because they interfered to protect their people, and their conduct has been borne out in the investigation

which followed."

# THE CAROLINA WATCHMAN.

Salisbury, N. C. THURSDAY EVENING, FEBRUARY 19, 1852.

The Whig Meeting in Rowan .- The Lincoln Republican copies the proceedings of the late Whig Meeting in this place, prefacing them with a few crude remarks of his own, which, but for the fact that the action of that meeting accompanies them, might be worthy of some notice. As it is, however, the intelligent reader stands in no need of assistance for a proper understanding of the editors aim, or to discover fry. And what a beautiful commentary does his misstatements of facts. The less observant knows that the Republican is a democratic paper, and has always exhibited a most commendable zeal in the abuse of Whigs and Whig principles; and cannot, therefore, regard the comments referred to, as any thing beyond what might most reasonably be expected.

> The North Carolina University Magazine. - This is the title of a new monthly, the first number of which has been received, edited by several students at the University of N. C., and published at the office of the Weekly Post, Raleigh. It makes a pretty handsome appearance, and bids fair to meet public favor, as we doubt not it will deserve it.

> The No. before us contains 32 pages, put up in new type, double columns, and neatly printed. Terms-\$2 in advance.

The latest foreign news indicate that England is expecting a war with France, and the opinion is gaining strength that Louis Napoleon will seek an early opportunity to provoke hostilities.

Napoleon is at present chiefly engaged n organizing the new government.

### CHURCHES IN NEW YORK.

The Boston Post says : Fifty years ago, there were but thirty-two places of worship in New York City. There are now two hundred and sixty. The cost of Trinity Church, including its organ, was three hundred and fifty-seven thousand dollars. There are upwards of six millions of dollars paid to the clergymen in the United States yearly, it is estimated.

Woman's Rights. - A gallant member of the Tennessee Legislature recently of fered the following amendment to a Woman's Rights Bills introduced in the Sen

Sec. 2. And be it further enacted. That in case any young gentleman or backelor make any advances towards an unspec ting and unsophisticated lady, by making love, or pretending to make love to her. and having no real, serious intention of matrimony, he shall be found guilty of a misdemeanor, and punished accordingly

The Lehman Murder-Important Arrest.

PHILADELPHIA, FEB. 11.-Two men have been arrested this morning and indentified as the two Hungarian refugees against whom suspicion strongly rests as the murderers of young Lehman, the pedlar. They were living in a house near the Southwark canal, and al hough they had just paid a month's rent in ad vance, were in the act of moving away when arrested by the officers.

The Secretary of the Navy, Mr. Graham, has been so ill for some days, that he has been un. able to transact public business.

## REMARKABLE DISCOVERY.

We learn from the Richmond Times that a remarkable discovery has rencently been made near Buchanan, in Bote tourt County, Va. Whilst some hands engaged in blasting out limestone a short distance below that place, for the purpose furnished for their reception. Greater living of making a lime kiln, they came across what seemed to be a cave, with an entrance some six or eight feet in height and upwards of one hundred long, with two apartments. In the first they found some earthen ware and a large stone cross; on the cross there was some carness at the termination of the road will Central America, inhabited by half civilized ving, but was so much defaced by the be thown at a convenient point for the Indians, who refuse to have any communication hand of time that it was hardly discernable. On entering the second apartment they were surprised to find a skeleton seated on a huge iron chest, with its back resting against the wall. On opening the chest they found it to contain Gold Coin, perfectly smooth on one side and a cross with some characters on it on the other. The gold in the chest by weight is worth seven hundred and eighty-three dollars .-The coin was one which the writer had never seen before. How these things came there, will be a puzzle for the world.

> The Athens (Ga.) Herald says that the gold fever has played sad havoc with the male population in upper Georgia this winter, and understands that in Lumpkin county there are scarcely enough men left to take care of the women and children.

What a gloomy prospect is left for the unmarried females in Georgia, who have lost the bloom and beauty of sweet sixteen! They ought to travel, too.

The Kossuth excitement is dying out. The labors of the Hungarian Committee in Philadelphia have become unproductive. No more bonds can be sold, and the editor of the "Tru thing must necessarily come to an end.

Telegraphed for

Information has been ment in Washington Spain has pardoned and

Five thousand five osed of here to-day ling Fair was worth The Steam Ship Ph vand. The Chevaller was greeted with a Cu consisting chiefly of Gern is believed that no Ameri

There was a steady de nesday, and five thousand dling was worth 75 cents The Chevalier Hulse Loard the Philadelphia ported, but has returned

The Cotton Market w and prices were full and 596 bales at from 51 to

In New York to-day posed of, Strict Middle leans 81 cents. 250 tier 3.25 a \$3.31. Twenty Southampton Flour for

A decline of an eighth in this Cotton market, a from 51 a 71 cents.

There was a good day, and 4,500 bales we mostly for England and quarter of a cent. Fa Molasses has also adva from 22 to 224 cents. improvement being wort

The market opened ontinued until noon. Wednesday, when buyers t closed with less f from 54 to 78 cents.

In New York to-day. and had advanced an ei prised 1800 bales. Flour advancing.

Later from Europe The United States mu at New York on Thur Liverpool, which port she THE MARKETS.

an eighth of a penny ar McHenry's Circular of demand for Cotton since the 24th ult., had in three days amounted to 3 were taken by exporters dvanced barely an eigh roool by telegraph, fro the sailing of the Pacif current in that city that England, and that the twenty-five thousand to recall, with all p England, three principal

OF In Salisbury, ate municipal ele ing license to retail before the people, an one, it was decided granted. This it ris the Temperance ca down drunkeness, no right to coerce its ci is the true temperant who would engraft othe characteristic of the ry object of its orga the hand maid of Re Charity; therefore. finer feelings, than seck

ciples by ignoble mean

FRIEND WATCHMAN ing extract in the Y Remedy." The edition man, and I have for the neighborhood of seem to me that his re sions both, in the pre ry creditable. It : with the same propri effect of honesty is down cheating, swin legislative coercion to that end; as to sa tion has any right" which all (grog seller a moral and politica and burden. such a discrimination evils? Their nature not avail in this c drunkard making same great system mon laws are derive evils which operate the interests of the in contra distinction that others suffer by protection of proper multiplied. Fathers children, and society And crimes are no but its effects, as i have declared, go that it becomes all mate the evil for its

pose is "ignoble" as object. It is seldom, now man, that we bear cept amidst the fi l am constrained is he use to was."

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