

Mr. Tucker entrusted to him for my use. Had they been faithfully applied, they were inadequate to my decent support; only \$400 per annum. For what cause I know not. Mr. Randolph put into my hands, by way of preparation for a course of law, Hume's metaphysical works. I had a great propensity for that sort of reading. The conduct and conversation of Mr. Tucker and his friends, such as Col. Jones and Beverly Randolph [every other word an oath] had early in life led me to regard religion as the imposition of priestcraft. I soon became a deist; and by consequence, an atheist.—[I shudder whilst I write it; although my intentions were pure, and I was honestly seeking after truth.] I say "by consequence," because I am convinced that deism necessarily leads, by the fairest induction, to that conclusion. My late friend, Joseph Bryan, was placed by Major Pierce Butler, then in the Senate from South Carolina, also under the direction of Mr. Randolph, to read law. The Attorney General had no office, and we were to read at our rooms such books as he pointed out. After getting almost through the first book of Blackstone, Bryan and myself abandoned a profession, for which neither of us had been qualified by a regular education, and commenced men of pleasure—plunging into the "gaiety that fills the mouth with blasphemy, the heart with woe." In July, 1792, I returned to Virginia from want of means for remaining in Philadelphia. In this town, on my way to Williamsburgh, I was taken ill with the scarlet fever, and brought to the brink of the grave. So few charms had life for me, so strong was the disgust that I had taken to the world, that I was indifferent as to the issue of the disease. Reaching Williamsburgh, I saw for the first time, Mr. Tucker's new wife.

I shall never forget the chilling coldness of my reception. In a few days I set out for Bizarre, and was once more restored to the society of the fondest of brothers. The events that soon followed are those which I have already related to you, and which you say, most truly, can never be forgotten. In July, 1793, I again returned to Philadelphia, at my guardian's instance, to while away the time of my minority; and after encountering the horrors of the yellow fever, [which broke out a few days after my arrival, and drove my friend Bryan to Georgia,] I passed the winter less unpleasantly than the two former which I had spent there, and left the right angled city in April or May, 1794. In June I came of age. The crop of that year was destroyed and also that of 1795, by the flood. My guardian showed me no accounts, paid me nothing for the profits of my estate during a minority of nineteen years, and I found myself overwhelmed with overseers, blacksmiths, and sheriffs' claims of several years standing. This reconciled me to the sale of Mootax, urged by your father. I made his house [at his request] my home, and lived the life of a mere loungeur.

The society of your father, the conversation and company of J. Thompson, (for F was half my time in Petersburg,) did not rouse my literary ambition. I rode about from one race field to another; and whilst at New-Market races my earliest friend, (your father excepted,) Henry Middleton Rutledge, and nephew of the celebrated John Rutledge, of South Carolina, called at Bizarre, on his way to Charleston, and not finding me at home, left a letter, informing me of his intended voyage to Europe. I knew Rutledge in New York, we were in college together, and I burned with desire to see him once more. My guardian had always frowned upon my wish to travel; and now I had not the means of indulging the inclination to any extent. I borrowed, however, as much money as would defray the expense of my journey; and in January 1796 went to Charleston, (leaving you an infant in the cradle,) and then to Savannah to see Bryan. I returned in May; and a few weeks afterwards, whilst I lay ill of bilious fever, at Petersburgh, your father, who had left me convalescent, although I immediately relapsed, was, in the most strange and mysterious manner, snatched away from us, not a week after he reached his own house. He left considerable debts of his own, (produced as I have before explained to you,) and my father's whole estate was under mortgage for a heavy British debt. Unpracticed in business, ignorant of the value of property, I made a compromise with the creditors, and saved much of the estate, that must otherwise have been sacrificed. On your St. George my affections and hopes centered; and in you I had the sweetest companions, and most dutiful children. In 1799, chance threw me into public life.—The rest you probably know.

I omitted to state, that, in the winter of 1792-3, I spent some weeks at William and Mary's College, and made a slight beginning in mathematics and natural philosophy. These are but hints and dates, an outline that I will, on some other occasion, fill up. With this superficial and defective education I commenced politician. I can truly say, that, except from my mother, who taught me to read, I never learned anything from one of my preceptors. I must make a farther exception in favor of Cochrane, with whom I was for a few weeks only; I think not more than five or six. The little that I know, has been self taught, picked up from the most desultory reading, and chiefly from an intercourse with the world. When I took up my pen, nothing was farther from my thoughts than to dash off this loose and imperfect sketch. Take it as it is.—Of the books that I have read with most pleasure, and profit too, I reckon Shakspeare, Milton, Pope's Homer, Don Quixote, Chaucer and Robinson Crusoe. This last was I believe the second book I ever read. Voltaire's life of Charles the XII was the first, and ought to have been named above. My mother pointed my attention to the Czar, and I may say, "Video meliora, etc."

Enclosed is a draft for \$300. May it afford you pleasure and profit. I wish it were a cypher more. I am as ever your fond uncle.

JOHN RANDOLPH, of Roanoke.

Internal Improvement.

WILMINGTON & RALEIGH RAIL-ROAD.
From the various subscription returns, it is ascertained that upwards of four hundred thousand dollars have been subscribed for the Rail Road from Raleigh to this place, by the way of Waynesborough. We congratulate the friends of this measure on the certain prospect of success that awaits them, and the citizens of the state on the approaching change in the destiny of North-Carolina. We look upon this but as the opening of a cheerful day—as the first step towards a long course of improvements, that shall develop the rich resources of our state and place her in a situation, to which her intelligence and wealth entitle her.

(Wilmington) People's Press.

PITTSBOROUGH CONVENTION.

We have not received an official account of the proceedings of the Internal Improvement Convention which assembled at Pittsborough on the 29th ult. but have collected the following particulars of the meeting from a gentleman who was present: It was attended by about 150 persons; many of whom were the most respectable citizens of the adjacent country. Governor Swain officiated as President. Resolutions were passed directing that immediate measures be adopted for the improvement of the Cape-Fear above Fayetteville; and instructing the members of the Legislature from Chatham county to vote for a subscription by the state of two-fifths of stock in any incorporated company for the purpose of Internal improvement, in which the other three-fifths have been taken by individuals.

Liberal subscriptions.—Last week 15,000 dollars were subscribed at Pittsborough by eight individuals, mostly residents of New Hanover, who are spending the summer in the vicinity of the former place, to the stock of the contemplated Rail Road from this city to Wilmington.—*Ral. Star.*

PETERSBURG RAIL ROAD.

We have already informed our readers of the completion of the Rail Road between this place and Blakely on the Roanoke. The arrangements for carrying the main southern Mail and passengers are now in full operation. As this road has become a very important link in the chain of communication between the north and the south; we have obtained from a friend, for the information of travellers, the following statement of its advantages.

"The mail and passengers are now transported, by aid of the Rail Road between Petersburg and Fayetteville in 36 hours, distance 219 miles from this town to Baltimore, by the way of Norfolk, by Steamboats, in 28 hours; from Baltimore to Philadelphia, in 9 hours; making the whole time taken in travelling from Fayetteville, North Carolina, through Petersburg to Philadelphia, but 73 hours; and such is the arrangement of the line, that the passengers are not disturbed of their rest but one night. The road from Blakely to Fayetteville, is known to be the best in the Southern States and the horses and coaches first rate. We are not aware that any route of communication from the south to the north, presents as many comforts and conveniences to the traveller as the above."

The Rail Road Company's locomotive engines are the admiration of all who witness their operation. Their speed and power when gliding along the levels or ascending the plains, were never more manifest than on Monday last, on which occasion the "Liverpool" brought from Blakely, and the intermediate depots, the heaviest load which has as yet been drawn on this road by one engine. We are indebted to the intelligent agent of the company for the following particulars:—*Pet. Int.*

To the Editors of the Petersburg Intelligencer.

GENTLEMEN—The following account of the performance of one of our engines, will no doubt interest you and many of your readers.

On Monday last, the Liverpool brought in a train, consisting of 15 cars and one coach, carrying 127 bales of cotton, 364 bushels of wheat, 162 bushels of corn, and about 30 persons including passengers and agents of the company. The gross weight in motion, may be summed up as follows:

Produce and passengers,	83,620 lbs.
Cars, Coach and Engines,	67,500
	151,120

or nearly 67½ tons. The weight of produce alone, was upwards of 35 tons. This load was put in motion with great ease by the engine, and on level grades was carried at a speed of 15 miles per hour. It was set in motion on ascents of 30 feet to the mile, (on which we had occasion to stop and set down passengers,) and carried them up at a rate varying from 8 to 10 miles the hour.

This is the largest load which has ever been on the road at any single time and when we compare it with the small size of the engine, and consider the various ascents on the Rail Road, it may well be called immense. The Liverpool weighs, about 5 tons, and has 9 cylinders, with a stroke of 18 inches, and drives four wheels. Her general working pressure is 50 pounds, ranging up to 60 at which the lock-up valve blows off. I add the technical details in order, that the performance of this engine may be justly appreciated by professional men.

Yours, Respectfully,
HENRY D. BIRD.

NEWCASTLE & FRENCHTOWN R. ROAD.

This road has been in operation since the 2d of February, 1832. In September, 1832, locomotive engines were permanently employed on it, and the use of horses for the transportation of passengers entirely dispensed with. The first locomotive used by the company was called the Delaware, & was used seventy days consecutively, without losing a trip, although a considerable portion of the time it conveyed the passengers of two lines per day across the road both ways—sixty-six miles. This fact is striking in as much as it contutes an erroneous idea which has obtained, too generally in this

country, that locomotive engines are frequently disabled, and of course do their work at a great expense. The company has imported all its engines from England; they are from the factory of the celebrated Robert Stephenson & Co. of Newcastle-upon-Tyne. There are now, and have been all this season, three of them in use on the Newcastle and Frenchtown Rail Road—a fourth has just arrived, in the ship Delaware, from Liverpool.

The Company was a good deal annoyed, for a time, by the emission of sparks from the smokepipes of their engines; but that evil has been entirely overcome by the ingenuity of their engineer (of locomotive power,) Edward A. Young, a native of Virginia, who has procured a patent for his invention. Thus the great desideratum in this country, of burning wood in locomotive engines, has been attained.

It is estimated that one hundred and fifty thousand persons have been transported across this road since it was put in operation, to not one of whom has the slightest accident occurred, and it is a remarkable fact, that in the whole progress of this work from the commencement of its construction to the present day, not a single human being has suffered the loss of life or limb.

The arrangements of this company, for the transportation of their business are nearly perfect. The precision as to time with which the passengers are daily conveyed across their road is matter of wonder; the variation is rarely, if ever, greater than five minutes—the time fixed being from 55 to 60 minutes; the distance is 16½ miles. Guards are placed along the road at convenient distances, and signal staffs erected, by means of which information can be transmitted from one end of the road to the other in three minutes. This is a great security as well as comfort to the traveller: for it is the duty of these guards to keep all horses and cattle off the road; and in case of detention, from any cause, the telegraphic announcement of it would bring immediate succour. It is believed, however, that with the exception of a delay caused by a snow storm, there has been but one instance of detention upon this road worthy of being mentioned, and that was when the engine passed over a cow. The recurrence of such an accident—(no injury was sustained even then by any passenger)—is rendered almost impossible by the judicious precautions above mentioned.

A single locomotive has frequently conveyed over this road upwards of two hundred passengers, with their baggage. The train of cars is often thirteen or fourteen in number, and the sight of them, all in motion, conducted by the gallant little steamer, is highly picturesque and interesting.

Nat. Gaz.

BALTIMORE & SUSQUEHANNAH R. ROAD

The locomotive engine on the Baltimore and Susquehanna railroad, came in on Sunday evening a little before 7 o'clock, with fourteen cars in its train; averaging, as nearly as we could judge, thirty persons to each car—making a total of 420. These persons were mostly those who had been to the Camp Meeting, near Reistertown, and were on their return. The sight was truly grand! The movement of the long train, as it were by magic, at an easy speed, at the rate of 16 miles to the hour, around the spurs of hills, following the serpentine course of the wild and tumbling stream, the banks and rocks of which, in the vicinity of every settlement, were enlivened by spectators—the younger with smiling faces and the older with a kind of wonder and astonishment, at the reflection no doubt, on the change which two or three years, with industry and enterprise, had effected in their rocky and woolly neighborhood. The salubrity of the atmosphere was beyond all comparison—and the pleasantness of the day—the mild refreshing breezes—and the quiet and orderly conduct of every passenger—rendered the scene, and every thing relative to it most truly delightful.

Balt. Chron. Aug. 29.

Liberality of the South.—The railroad from Charleston to Hamburg, in South Carolina, is one hundred and forty-two miles long. In its course it passes through some valuable plantations, and consequently thro' some very valuable land. The proprietors of these lands did not charge the rail road company with one cent for the right of way.

We are told that the Chesapeake and Ohio Canal company had to pay seventy-five thousand dollars for fourteen miles, on the line of that canal.—*Wash. City Exam.*

BEAUFORT HARBOUR.

The important facts contained in the annexed certificate, though not new to those conversant with the coast and chart, may not be generally known, and we take pleasure in giving them publicity. The gentlemen who completed this opportune and satisfactory examination, met without previous concert, and were led to the subject merely by the desire they felt to promote improvements by the diffusion of correct information. As far as the entrance at the bar and the harbour within, are concerned, no port south of Norfolk, with the exception, perhaps, of Pensacola, can compare with Beaufort. Rail roads connecting this noble harbour and outlet with the interior, would place our State at once nearly on an equality with others; and although most of them are years in advance, if the spirit of North Carolina were once stimulated to action, with adequate and attainable rewards of enterprise in prospect, we know that her honest pride and proper ambition would urge her effectually to redeem the time she has lost. The first great step towards this desirable renovation is, to eradicate the petty and ruinous sectional feeling which exists to some extent. Let the State, not this county

or that, be the watchword. If the body be vigorous and healthy, the limbs will partake of the general energy; and that which bestows prosperity on the whole State must necessarily be beneficial to its component parts.—*Newbern Spectator.*

CERTIFICATE.

Beaufort, 3d Sept. 1833.—The undersigned have this day examined the bar and harbour at Beaufort, and after accurately and repeatedly sounding, have ascertained the following facts: 1st, That there is, at high water, on the bar, not less than 22 feet, which depth may be relied on, at flood tide; and as the tide usually rises and falls but 4 feet, there will at no time be less than 18 feet. 2d, That the bar is narrow from sea inward, probably not exceeding a quarter of a mile. 3d, That the width from breaker to breaker, is about half a mile, affording room to beat in. 4th, That the channel is straight, and immediately after passing the bar, has not less than 5 fathoms, or 30 feet, up to a fine roadstead, sufficiently capacious for a fleet of 300 sail to moor in safety. 5th, That the harbour is well protected from tempests, and has good anchoring ground. 6th, It is protected by fortification; the General Government having just completed a work which has entire command of it.

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| ASA CANADAY, | Branch Pilots. |
| WM. R. BELL, | Do. |
| JAS. MANNEY, | Carteret. |
| OTWAY BURNS, | Do. |
| JNO. P. DAVES, | Craven. |
| WM. R. SWIFT, | Do. |
| G. HOUSTON, jr. | Beaufort. |
| B. A. ATKINSON, | Do. |
| JOS. B. JUDKINS, | Pitt. |

The undersigned were present at the examination and sounding of the bar at the entrance of this harbour, made to-day, and are satisfied from personal observation, that there is at high water, not less than 22 feet. The facts stated above in relation to the harbour are also correct.

R. M. KIRBY, Major U. S. Army,
GEO. DUTTON, Lieut. U. S. Engineers.

Intelligence.

Foreign.

We received advices by yesterday morning's mail from Vera Cruz to 3d August, Tampico 4th, and from the city of Mexico to 27th July, by arrivals at New Orleans. No cholera at Vera Cruz, but it had reached Zacatecas, and Aquas Calientes, where it had proved fatal.

The Federal army under the command of St. Anna was advancing in the division of Gen. Arista. The former was at Arroyosarro, and the latter at Juandel Rio, where they were fortifying, as they could not advance farther in any direction. Gen. Valencia who had been directed by the Governor to march against Col. Valacios, one of the rebel chiefs, had occupied Cuernavaca and totally defeated the division under Col. Valacios. It was presumed that but a few days would elapse, before St. Anna would strike a decisive blow, at the main division of the faction, under the orders of Arista, which would put an end to the present struggle, and establish the constitutional authority on a firmer basis than ever, and preserve the same form of government.

The military movements against Tampico, had been suspended, and order and tranquility entirely restored, in that quarter. Provisions were allowed to be imported into Tampico, for 75 days after 1st August on paying a moderate duty on some articles while others were allowed free of duty. Next advices must be interesting. Congress advertised to sail for this port from Vera Cruz, 1st inst.—*N. Y. Daily Adv. 31st ult.*

The schooner Bonite, which arrived this morning from Tampico, whence she sailed on the 5th inst. has brought papers from that place to the 2nd. They are barren of political news, but mention that the cholera is raging with great violence in the interior of the country. The disease has totally subsided in Tampico, but nevertheless business was dull.

The only article of importance that we have found, we have translated, and publish it under the impression that it may be of interest to our commercial friends. It is a decree from Thomas Bossell, political chief of the Southern Department of the free state of Tamaulipas and is in the following words:—"The authorities of this place, having determined, in consequence of the scarcity of provisions, and the great difficulty of having them conveyed by land, so as to supply the wants of our fellow citizens, who are threatened with famine, to permit the introduction of produce, such as flour, corn, beans, lard, onions, rice and potatoes, from the exterior on payment of the following duties, to wit: Onions, \$3 per barrel; on lard, 5 reals per arroba; and one real per arroba on rice; the other articles to be free of duty—it being well understood that for each barrel of flour imported, there be two fanegas of corn. This measure is provisional, and will be in force only during the term of seventy-five days, it being dictated by imperious necessity, which does not allow us time to submit it to the Supreme Government for their approbation. We have sent them information thereof. Therefore this document is made public, to the end, that all those who may choose so to do, may bring the above mentioned articles, during the above stated space of time, beginning from this day."

This document is dated Tamaulipas, 1st of August 1833.—*N. Orleans Cour.*

FRANCE & THE U. STATES.

Extract of a letter from a distinguished gentleman at Paris, dated 4th July.

"The payment of the indemnity due to the United States is postponed. I never ceased to remind the Government of the noble conduct of Mr. Crawford. The Sovereigns of Europe, from the weakest to the strongest, did not spare us when they had a footing in our country. The Minister of the United States might have preferred his claim like other creditors, but he thought there was little generosity in crushing us down as our enemies thought they might have done. I hope this grateful moderation will be acknowledged at the next session of our Legislature. The United States might have been paid in 1818, if they had chosen it."

Gen. La Fayette, on the 13th of July writes as follows:

"You will see in the *Precursur*, of Lyons of the 4th instant, which I send you, a severe attack upon our government on the subject of the non-payment of the indemnity due to the United States. The manufacturers and the people in general, are very much exasperated against our ministers for that delay of justice. They have acted very ill, undoubtedly, but I am convinced, that the king is sincerely disposed to cause the bill of appropriation to be passed at the next session."—*Nat. Gaz.*

Domestic.

Treaty with Naples.—The Washington Globe of Friday, contains a copy of the Convention formed by the government of the United States and the King of the two Sicilies, in relation to deprivations inflicted upon the American Commerce by Murat, during the years 1809, 1810, 1811, and 1812. The first and most important article of the treaty is in these terms:

"His Majesty the King of the Kingdom of the two Sicilies, with a view to satisfy the aforesaid reclamations, for the depredations, sequestrations, confiscations, and destruction of the vessels and cargoes of the merchants of the United States, (and for every expense of every kind whatsoever incident to or growing out of the same,) inflicted by Murat during the years 1809, 1810, 1811, and 1812, obliges himself to pay the sum of two millions one hundred and fifteen thousand Neapolitan ducats to the government of the United States, seven thousand six hundred and seventy-nine ducats, part thereof to be applied to reimburse the said Government for the expense incurred by it, in the transportation of American seamen from the kingdom of Naples, during the year 1810, and the residue to be distributed amongst the claimants by the said government of the United States in such a manner, and according to such rules as it may prescribe."

The manner and time of payment are to be as follows—
"The sum of two millions one hundred and fifteen thousand Neapolitan ducats agreed on in the article 1st, shall be paid in Naples, in nine equal instalments of two hundred and thirty-five thousand ducats and with interest thereon at the rate of four per centum per annum, to be calculated from the date of the interchange of the ratification of the convention, until the whole sum shall be paid. The first instalment shall be payable twelve months after the exchange of the said ratifications, and the remaining instalments, with interest, successively, one year after another. The said payments shall be made in Naples into the hands of such person as shall be duly authorised by the government of the United States to receive the same."

Right Rev. Dr. England.—This distinguished Prelate arrived in Dublin on the 17th of June, from Rome, and purposed leaving that city for Cork on the 21st of the same month, previous to his departure for the United States. The *Cork Register*, adds that Dr. England's reception by the Pope was of the most flattering description, from whom he received several marks of favor and dignity.

Friends.—In glancing over the volumes of printed evidence given in the case, we observe that the relative numbers belonging to the Yearly Meeting of Philadelphia, in 1829, which was taken shortly after the separation, are set down as follows, viz:—FRIENDS, 18,456; Orthodox Friends, 7,344; Neutral, 429. Total, 26,258. In New York Yearly Meeting, taken about the same time, there are stated Friends, 12,532; Orthodox Friends, 5,913; Neutral, 857—Total, 19,302. Some few small meetings are not included in the New York estimate, their numbers not being known, which might vary the result a few hundreds.

The Commencement of YALE COLLEGE was celebrated on Wednesday last. The concourse of visitors, it is said, was unusually large. On Tuesday, at 12 o'clock, an oration was pronounced before the Phi Beta Kappa, by the Hon. Edward Everett.—The subject was education; its influence in giving power and dignity to man. In the evening an address was delivered by the Hon. David Daggett, on entering upon his new foundation as Kent Professor of Law. The degree of A. M. was conferred upon 34 of the alumni. Eighty-six have already been admitted to the next freshman class; the largest number ever known at the Commencement. The honorary degree of LL.D. was conferred on his Excellency Henry W. Edwards, Hon. Edward Everett, of Boston, and Hon. Ezekiel Chambers, of Md.; and that of D. D. on Rev. Sereno E. Dwight, President of Hamilton College, and Rev. N. S. Wheaton, President of Washington Col. Hartford.—*Nat. Int.*

A preacher hearing the cry of an infant among his congregation, commanded that the child should be removed—observing at the same time, that a crying child in a place of worship, was like the tooth-ache—there was no cure but by having it out.

Quick Letter Delivery.—The late Duke of Queensbury undertook for a heavy bet to convey a letter fifty miles within an hour. The letter was enclosed in a cricket-ball, and thrown from one to the other of twenty-four expert Cricket-players, and delivered within the time.—*Quarterly Review.*

Anecdote.—What are you doing there, Solomon, (said the patron of a Broad river boat, a few evenings since, as he had made his cable fast to a tree for the night,) I'm only just driving a nail in the boat at the edge of the water, to see if the river will rise any above morning.