

Wednesday, April 5.

The House had very little business before them, excepting the Mission to Panama. On this question Messrs. W. McKim, of Ken. and Cass of N. C. spoke against the resolution as reported by the Committee of Foreign Affairs, and by Mr. Wood, of New York in its favor.

Mr. Rives, of Virginia, then moved to amend Mr. McLane's amendment by inserting the following after the words "aforesaid governments," where those words occur:

"No compact or engagement by which the United States shall be pledged to the Spanish American States to maintain, by force, the principle that no part of the American continent is henceforward subject to colonization by any European power."

Mr. R. expressed an intention to address the committee in support of this amendment, but, in the mean while, moved that the committee rise. The motion prevailed ayes 94.

Thursday, April 6.

After transacting some business of a local nature, the House went into committee of the Whole on the Panama question. Mr. Rives, of Virginia who had a right to the floor, being unexpectedly absent, Mr. Brent of Louisiana, addressed the committee in opposition to the amendment offered by Mr. McLane of Del. to the report of the committee of Foreign relations. He was followed by Mr. Buckner of Ky. in opposition to all the amendments, and in support of the original resolution of the Committee.

Mr. Hamilton of South Carolina, then commenced a speech in support of the amendment of Mr. McLane, as modified by Mr. Rives; having spoken till half past four o'clock, he gave way for a motion that the committee rise.

Mr. Mackay of Pa. read a resolution, which he intended to offer, should the present amendment not prevail.

Friday, April 7.

On motion of Mr. Williams of N. C. the Committee on Claims were discharged from the further consideration of the petition of Robert Stott, which was laid on the table.

On motion of Mr. Hines, of N. C. it was

Resolved, That the committee on the Judiciary be instructed to enquire into the expediency of altering the time of holding the District Courts in the state of North-Carolina.

Mr. Eastman, of New Hampshire, offered the following joint resolution: which was read twice, and referred to the Committee of the Whole on the state of the Union, and ordered to be printed:

Resolved by the Senate and House of Representatives etc. That the following amendment to the Constitution of the United States be proposed to the Legislatures of the several States; and which, when ratified by the Legislatures of three-fourths of the States, shall be valid to all intents and purposes, as part of the said Constitution.

No person hereafter to be appointed shall hold the office of Judge of any court under the authority of the United States, after he shall have attained the age of seventy years."

Monday, April 10.

The House went into a Committee of the Whole, on the state of the Union. Mr. Stevenson, of Virginia, in the Chair, and resumed the consideration of the report of the Committee of Foreign Affairs on the proposed Mission to the Congress of Panama. Mr. Hamilton, of South Carolina, concluded a speech begun some days before.

Tuesday, April 11.

Mr. Buchanan of Penn. delivered a speech in favor of Mr. McLane's amendment to the resolution, reported by the committee of Foreign Affairs, on the Panama Mission.

GREENSBOROUGH:

MONDAY, APRIL 24

In ushering to the world a new periodical paper, it becomes necessary to avow the principles upon which it will be conducted—to make an open declaration of tenets, serving to its patrons as a touchstone by which at any time its columns may be tested.

We, therefore, declare our veneration for the principles of the DECLARATION OF INDEPENDENCE; those of the FEDERAL CONSTITUTION, and STATE SOVEREIGNTIES; and our fervent attachment to the RIGHTS OF MAN.

Detesting tyranny in every shape, whether foreign or domestic, it shall be our aim to make this paper the tyrants foe—the people's friend."

We shall support the Democratic cause, not as blind partisans, but from a sincere conviction that what is termed the Democratic cause, is the cause of the people; for to speak emphatically, THEIRS ALONE is the cause we mean to support.

The aggrandizement of the FEW at the expense and subjugation of the MANY is aristocracy; and wherever this principle shall be found operating upon the body politic, in the remotest degree, it will be our duty to lay it naked before the people.

Our motto is 'principles—not men.'

We disdain all personal influence—We ask no trammelling patronage; but unbiassed, and undismayed, we shall march straight forward in the course we have laid down to ourselves, bestowing praise where praise is due, and using our best endeavors to ferret all quackeries, whether political or moral, which has a tendency to undermine the general welfare.

Our columns will be at all times open to the temperate examination of the public conduct of men in office; while private personalities and aspersions shall be avoided.

We solicit communications on Science, Literature, Agriculture, and Morality.

Having purchased the Printing materials of the late 'Carolina Patriot,' we shall forward The Patriot to the Subscribers of that paper who do not notify us to the contrary, previous to the first of June next, and consider them as subscribers.

The Patriot will in future be printed regularly on Wednesday.

THE NATIONAL ROAD—The Report of the Board of Engineers, of the surveys with reference to the proposed National Road to New Orleans, was yesterday transmitted to the House of Representatives from the War Department, (says the National Intelligencer, of the 3th inst.) It is minute and precise in its details, and comprehensive in its general views; but does not come to any conclusion in favor of any one of the routes surveyed.

The Board decline giving an opinion upon the selection of one from the three routes, for three reasons, viz: that it is not entirely within their province to act upon the political, commercial, and other considerations, which, independent of the physical recommendations or objections to each route may recommend a preference of one over another. It appears, however, from the recapitulation of facts, ascertained by the survey, that either

the Middle or Western route is preferable, as a line of communication from New Orleans to Washington City. The following abstract of the Report is from the National Journal.

"In order to facilitate the comparison between these three routes, we shall present, under the form of a table the general results that the reconnoissance affords with respect to them. As to the Middle Route, we adopt in this table its upper section, without prejudicing by anticipation any thing against its lower section. We adopt, also, with the same restriction, the Western Route passing through Rockfish Gap.

EASTERN ROUTE

Extent throughout which materials can generally be procured, approximately—240 miles.

Extent throughout which there will be a scarcity of materials, approximately—896 miles.

Quality of soils traversed by the route. General growth of Timber—Rich in the bottoms of the valley, but sandy in the intermediate parts. The predominating growth is pine.

Total length of bridges—6 miles, 626 yards

Total length of Causeway—5 miles, 586 yards.

Graduation—735½ miles of 2°; 292½ of 3°; and 110½ of 4°.

Population—Whites 202,430; colored 210,284—Total 412,714.

Distance from Washington to New Orleans, from the summary of reconnoissance—1169 miles.

Probable Distance—1136 miles, of which 5.8 at 2 and under, 5.8 at 3 and above 2 degrees.

MIDDLE ROUTE.

Extent throughout which materials can generally be procured, approximately—752 miles.

Extent throughout which there will be a scarcity of materials, approximately—354 miles.

Quality of soils traversed by the route. General growth of Timber—From Washington to the Chatahouchie river, rich in the valleys, clayey in the intermediate parts. The growth is oak. From the Chatahouchie to New Orleans, rich in the valleys, but sandy in the intermediate parts. The growth is principally pine.

Total length of Bridges—5 miles, 1473 yards.

Total length of Causeway—3 miles, 356 yards.

Graduation—714 miles of 2°; 324 of 3°; and 166 of 4°.

Population—Whites 262,335; Colored 164,632—Total 426,967.

Distance from Washington to New Orleans, from the summary of reconnoissance—1204 miles.

Probable Distance—1106 miles, of which 5.8 at 2° and under, 3.8 at 2° and above 2°.

WESTERN ROUTE.

Extent throughout which materials can generally be procured, approximately—782 miles.

Extent throughout which there will be a scarcity of materials, approximately—358 miles.

Quality of soils traversed by the route. General growth of timber—From Washington to the Cabawba, rich in the valleys, clayey and good quality in the intermediate parts. The oak and hickory predominate. From Cabawba to New Orleans, the valleys and prairies productive: the parts intermediary unproductive. Pine and oak general growth.

Total length of Bridges—3 miles, 953 yards.

Total length of Causeway—24 miles, 1211 yards.

Graduation—662 miles of 2°; 339 of 3°; 146½ of 4°.

Population—Whites 204,295; Colored 107,899—Total 312,194.

Distance from Washington to New Orleans from the summary of reconnoissance—1147½ miles.

Probable Distance—1140 miles, of which 5.8 at 2° and under, and 3.8 at 3° and above 2°.

From this table, we draw the following conclusions with regard to the comparative merit of the three routes under consideration.

Materials.—The Middle route and the Western route are about equally provided with materials. In this respect they have the advantage over the Eastern route.

Soil.—The soil along the Western route is generally better than that along the middle route. On the eastern route it is inferior to that of the other two.

Bridges.—The Western route will require less bridging than the Eastern and Middle routes—these two latter about the same.

Causeways.—The Western will require a less length of causeway than the others; the Eastern a less length than the middle.

Graduation.—It will be obtained with less expense for the Eastern route than for the two others, but it will become more expensive for the Western than for the other routes.

Population.—The Eastern & middle routes have nearly the same amount of population for the counties, districts, and parishes which they traverse; but for the Eastern route the white population is to that of color as one to one; and for the middle route, the white population is to that of color as three to two. As to the total population of the counties, districts and parishes, on the Western route, it is about three-quarters of that of the other routes; but the white population is nearly to

Distance.—The length of the road will be less in the direction of the middle than in that either of the Eastern or Western routes. With respect to time, and with the same graduation, we are inclined to give the preference to the middle route.

Expense.—The expense of materials for a solid and durable construction will be about the same for the middle and Western routes, but much greater for the Eastern.

In bridging, the expense will be much less upon the Western than upon the other two routes.

In causeways, much less upon the western than upon the other two routes, and less upon the eastern than upon the middle.

To obtain the same graduation in both routes, the expense will be less upon the eastern than upon the middle route, and less upon the middle route than upon the western route.

The price of labor will generally be the same along the middle and western direction, though less for some sections along the latter; but it will be higher along the eastern."

The Board then go on to submit at large their views of the commercial considerations, accommodation of the population, political considerations, military considerations, and transportation of the mail, and sum up their views of these considerations, as follows:

Commerce.—The eastern route will enjoy the exclusive advantage of facilitating the commercial correspondence between our inland importing and exporting parts. The middle and western will contribute more than the eastern to the development of internal commerce and industry.

Accommodation of population.—The eastern and middle routes will accommodate directly more States than the western; but, taking into view and by anticipation, the increase of population, perhaps the three routes ought to be placed on the same footing.