

RALEIGH REGISTER.

AND NORTH-CAROLINA GAZETTE.

"OURS ARE THE PLANS OF FAIR DELIGHTFUL PEACE, UNWARD BY PARTY RAGE, TO LIVE LIKE BROTHERS"

VOLUME XXXIV.

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THE REGISTER

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MR. HENRY'S REPORT.

The Committee appointed to report to this adjourned meeting the price of transportation on the Cape-Fear between Fayetteville and Wilmington;—also, all information they can procure touching the prices of transportation on Rail-Roads, Canals and Rivers; and to exhibit comparative views of the same; also, what advantages the Cape-Fear River and the Town of Fayetteville afford for a mart of Commerce.—REPORT.

That the distance from Fayetteville to Wilmington, by water, is about 153 miles; that the prices of transportation of produce, which includes the toll paid to the Navigation Company, taken from the published printed rates, are as follows:

From Fayetteville to Wilmington.

Cotton, per bale,	30 cents.
Flour, per bbl.,	20 "
Tobacco, per hhd.,	\$1 25
Being a bale of cotton at 300 lbs.	bbl. of flour at 200 lbs., and a hhd. of tobacco at 120 lbs. the price by the 100 lbs. for 100 miles, is
Cotton, 7 1/2 cts. do. or 1 53 for a ton.	
Flour, 7 1/2 do. or 1 53 do.	
Tobacco 8 do. or 1 69 do.	

Average price per ton, inclusive of toll, of all produce and tonnage commodities, for the year ending 31st May 1832, taken from Freight Books of Steam Boats and Navigation Company, viz:

Down, per ton,	\$1 96
Up, do.,	3 64

So that, down, a ton per 100 miles, is \$4 50
Up, do., do., do., \$2 80

Charleston and Hamburg Rail Road.

Length, 153 miles, price 35 cts. per 100 lbs. per 100 miles, or \$7 50 a ton. This is taken from the charter of the Company. Mr. Dexter, a Civil Engineer of the Company, reports that the Company expect to carry cotton the whole route at \$1 per bale, which would be about 25 cents per 100 lbs. per 100 miles, or \$5 per ton.

Liverpool and Manchester Rail Road.

32 miles—at the rate of 35 cts. per 100 lbs. per 100 miles, or \$7 20 a ton. This rate is taken from document 101, on Steam Carriages, submitted to 22d Congress, 1st session, page 241.

Delaware and Hudson Rail Road.

At the rate of about 35 cts. per 100 lbs. per 100 miles, or \$4 a ton. This rate taken from the above document, page 239.

Baltimore and Ohio Rail Road.

Rate about 20 cts. per 100 lbs. per 100 miles, or \$4 a ton. This your Committee have from report.

Petersburg and Roanoke Rail Road.

Rates taken from the printed rates of the Company:

1. Cotton, tobacco in hhd.,	25 cts. per 100 lbs. and all other articles not enumerated,	for 60 miles.
2. Dry goods, shoes, furs, &c.,	33 1/2 cts. pr. do. do. ture, hats, &c.,	35 cts. pr. do. do.
3. Flour per bbl.,	35 cts. pr. do. do.	

According to which the first named articles would cost per 100 lbs.

41 cts. per 100 miles, or \$8 20 a ton.	the 2d. 29 do. do. or 11 20 do.	the 3d. 29 do. do. or 5 80 do.
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Eric Canal.

Highest rate, 25 cts. per do. do. or \$5 a ton. Flour, a long distance, 15 cts. per do. or \$3 a ton. This is taken from Congressional document above, page 241 to 243.

Delaware and Hudson Canal.

The same as Eric Canal, taken from above document.

River from Cheraw to Charleston.

Average price on tonnage commodities, 25 cts. per 100 lbs. per 100 miles, or \$5 53 a ton. This is taken from the published, printed rates.

River Roanoke, up and down.

Hhd. tobacco, \$4 58 or \$7 46 per do. rating hhd. at 1200 lbs.
Flour, bbl., 48 or 5 00 per do. rating bbl. at 200 lbs.
Cotton, bale, \$1 50 or 6 70 per do. rating bale at 300 lbs.

Comparative Views.

Fayetteville to Wilmington, 153 miles,	\$1 96 a ton.
Hamburg to Charleston, R. Rd., 135 do.,	\$7 do.
(The charter rates.)	
Same, (contemplated lowest rate)	\$5 60 a ton.
Liverpool & Manchester, 32 miles,	9 40 do.
King George's rates for data	
Petersburg & Roanoke, 135 do.,	10 70 do.
King George's rates for data	
Delaware & Hudson R. Rd., 153 do.,	5 24 do.
at \$4 per 100 lbs. 100 miles,	
Balt. more & Ohio R. Rd., at 135 do.,	5 24 do.
same rate as last.	
Eric Canal, taking Bouras \$5 135 do.,	3 94 do.
a ton per 100 miles,	

Another Comparative View.

Cheraw to Charleston, 135 miles, 4 70 do.
Roanoke River, as on produce, 6 42 do.

Another View.

Fayetteville to Wilmington, including freight & toll, a bale of cotton, 133 miles, costs 30 cents. Hamburg to Charleston, on Rail Road, in length 135 miles, a bale costs \$1.

Another View of Freights.

Sugar, per 100 lbs. 40 cts.	40 cts.	30 cts.	17 cts.
Flour, do. 40	40	30	20
Tobacco, hhd. \$4			\$1 50
Flour, 100 lbs. 15	20	15	20
Shipping, piece 60	60		12
Wholesale 100 lbs. 50	50		12
Woods, 100 lbs. 50	40		each 15

From these data it would seem, that the prices of transportation on the above Rail-Roads, Canals and Rivers range from 150 to 500 per cent. higher than on the Cape-Fear River. Should the trade of Fayetteville be augmented by improved facilities of internal communication, it is obvious that the prices will be diminished to a comparative nothingness. Universal experience attests that the effect of a prosperous trade, is to increase the competition among carriers, which, of course, lessens the price of transportation. Next on the score of safety. Here perhaps, we may challenge for the Cape-Fear, a comparison with the most favored navigation, whether canal or river. It is notorious that accidents involving a vast destruction of human life and property are daily occurring on our Southern and Western rivers, from sawyers, shoals, tempests, floods, bursting of steam-boilers, &c., while on this river for the last twelve years, not an accident has occurred proceeding purely from the navigation of the river affecting human life, or seriously endangering property. This remarkable exemption may, perhaps, be ascribed, partly to natural causes favoring the navigation, partly to the judicious operations of the Cape-Fear Navigation Company, and partly to the skill and caution employed in the management of four steam-boats. Next its advantages on the score of expedition. The best test of this will be by comparing it with the usual speed of transportation of produce of Rail-Roads. Our Steamboats, (one of which is rated 250 tons larger therefore, than the average of four sea-born vessels) have frequently during the last season, performed their trips down at the rate of ten miles an hour and up with heavy loads at seven and eight miles an hour. The Henrietta, lately fitted up with a new Engine, on an improved principle, will, it is confidently asserted by her owners, who are gentlemen of high standing, skill and experience in the business, perform her trips the ensuing season down in nine hours, and up in fifteen hours, a distance of 135 miles; this your committee have perfect confidence in. Steam Engines on rail roads, with their train of produce cars loaded, from thirty-five to fifty tons, usually travel (indeed very rarely have ever exceeded) from ten to fifteen miles an hour. The Charleston rail-road Company expect when their road is fairly under way, that the Engines will carry their loaded trains of produce cars through by day-light which would be at about the rate of ten miles an hour, the length being 135 miles.—Now, it is to be recollected that our loaded Steamboats down, have the advantage of two powers the current and the steam power; and that on their trips up, they can travel all night; this, Engines on rail roads cannot do, owing to the great risk attending the locomotive action of a mechanical power under a vast momentum in the dark. So that while the motive power on the river is in regular progression. When however, we unite with this the further advantage, that the same given power on water will propel or draw a vastly greater amount of tonnage at one time than the same given power on a rail road, which difference, Engineers have computed as great as six to one in favour of the water transportation.) it affords to our river, a full compensation we think for the superior velocity of rail road transportation, under precisely the same circumstances. That is admitting that the velocity of rail-road transportation by steam power under equal circumstances, is superior to the velocity by steam power of water transportation. In point, therefore, of cheapness, expedition, safety and the quantum of tonnage borne, the Cape-Fear, between this and Wilmington, may very favourably compare with any rail road or canal.

Here then is a town near the centre of the State, with an easy access to the ocean, so cheap and so expeditious, that, comparatively speaking, we may say, that time, distance and expense are annihilated. If Fayetteville possesses these facilities for commerce, and has maintained them through every adversity, local and general, what certain hopes of better days must await her, and the State at large, under a commerce rendered prosperous by Rail-Road communications, which are sure to improve and multiply the facilities of trade in every direction and in an infinite ratio. Why may not Fayetteville become as large and flourishing a city as Albany, with a population of 25,000? Her distance from the ocean is about the same, 160 miles; and her steam-boats with their loaded tow-boats, which can convey 400 tons, may lie alongside of the largest vessel which enters the Port of Wilmington, and load her for New-York or Liverpool. The time and expense on the river, we have shown, is now, or can be made comparatively nothing.—Like Albany, she is surrounded by a very poor country, with a rich back country, 80, or 100 miles off. The answer is obvious;—Albany was made so by Rail-Roads and Canals; and all Fayetteville wants is a Rail-road communication, to afford a cheap transit to her market, for the mines of agricultural and mineral wealth, that now lie unemployed in our Western Country. Unite her by a link

of Rail-road of 80 miles, with the Yarkin, and as if by a charm, the work is accomplished, and North-Carolina will stand regenerated and prosperous. One conclusion must strike every reflecting mind with irresistible force—that this point approximating the centre of the State, when reached, the route thence to the ocean, can never be supplanted or rivalled in point of cheapness, expedition and safety by any enterprise whatever. This would give an incalculable advantage to a Rail-road from the Yarkin to the Cape-Fear, by making the stock of the Company permanently valuable; for by consulting the opinions of experienced Engineers (for which see Congressional Documents, already referred to, pages 237 to 247.) it will be seen that one of the greatest dangers to be apprehended from the injudicious location of Rail-Roads is, that when completed, the Road with all its adjacent improvements, through its whole line, may be supplanted by a rival enterprise more favorably located.

Again, as a harbour, Wilmington possesses some eminent advantages. Vessels of 300 tons may load at her wharves, and proceed to New-York or Liverpool; her port affords the best assured cargo for the West Indies and Europe, of any of our Southern Ports; every denomination of bread stuff, including rice; every denomination of naval stores, of the best quality, and every denomination of lumber of the very best quality; in fact, there are but few articles of commerce that cannot here be had. This port has always, and will forever present peculiar attractions to the American coasting vessel, because it is a fresh water harbour, where the bottoms of vessels are exempt from the wonderful destruction occasioned by the salt water worm. This advantage is incalculable, for the greater the amount of tonnage that enters a port, the greater competition for freight, and the less the price for transporting our produce abroad; besides the specie put in circulation for repairs, outfits, &c. and the employment to our ship mechanics.

In this flattering view of the advantages which Fayetteville possesses, in respect to her position for trade, there is but one drawback; and as this document is to meet the public eye, inviting to itself candid examination and scrutiny of its facts and arguments, we wish nothing concealed that may mislead the public from a right conclusion. In very dry seasons, when the navigation of most of our Southern and Western rivers is suspended, the navigation of this river is also suspended, for steam-boats as large as those that now navigate our river, drawing from three and a half to seven feet water; although, always, except in very uncommon seasons, navigable for tow-boats. This disadvantage, however, is not remediless, and is alleviated by three considerations: First, that it is susceptible of navigation the whole year, and in the driest seasons, by steam-boats of eighteen inches draft, such as are now plying up the sluices of the Connecticut river, the Genesee river, and for the last season, with entire success, have navigated the Western Branch of the Susquehanna through and beyond the range of the Alleghany Mountains; for which fact we refer to the rail road Journal, vol. 2, No. 57, page 584—the dimensions of the boat there given are 95 feet length, 18 feet beam, draft 15 inches, 35 horse power. Second, that when the navigation is suspended by a drought, it happens there is very little trade, the farmers being engaged in their crops. And third, that New-York, Pennsylvania and Ohio, have in point of wealth, population and prosperity, become the wonder of the age, and that for four months in the year, labour and commerce are suspended by the cold, frost and ice; and when the Spring breaks the icy fetters of their rivers, the overwhelming torrent desolates every thing within its range. If our disadvantages sink into insignificance, when compared with these, is it not an encouragement to march on, and never give up the ship?

Respectfully submitted,
LOUIS D. HENRY.
THOS. N. CAMERON.
EDW'D. W. WILKINGS.

A profitable Customer.—A couple of pretty damsel went into a dry goods store in this town, a few days ago, and after inquiring the prices of silks, cambrics, muslins, &c. one of them asked the person in attendance if he had any fine tape. "We have," was the reply, and he forthwith handed down a sample of his best, the price of which, he informed her, was six cents the stick. "That is altogether too high," said she, "I'd rather look at some of an inferior quality." "This, said he, 'you may have for three cents.' This is more than we will be willing to give—is this the cheapest you can put 'em on, no ma'am, we have some we can put 'em on a cent." "Let me look at it if you please." It was accordingly shown, and after an attentive examination which appeared to be satisfactory, she said that would suit exactly; and opening her indispensable she-draw forth a four penny half penny, and requested him to cut her off quarter of a stick and give her a five cent piece and one cent in change!—Belford Gaz.

MR. BARBERS ADDRESS.

Gentlemen of the Philanthropic and Dyslectic Societies:

To impart instruction to the young, by gain every age, furnished occupation to those of maturer years; and every species of writing has been exhausted in precepts to prepare them for the conflict with temptations which await their first entrance upon manhood. The eye of friendly solicitude has anticipated the scene of life—has beheld youth, impetuous with desire, confident of strength, and buoyant with hope, rushing forward upon a path beset with dangers, of which the greatest are unseen, or thoughtlessly despised for their apparent insignificance; and the lessons of wisdom, taught by experience, have been urged with all the force of argument, and all the fervor of affection—with every variety of illustration, in every time of remonstrance, which might best serve to arrest attention, and fix, even in the most careless, a sense of approaching danger. That these attempts to prepare others for a struggle, of the nature of which they are ignorant, are worthy of a commendation, we must all concede; but it may admit of serious question whether they have attained to any great success, either to prevent failure, or to facilitate recovery. It is not perhaps possible, to epitomise for the young man the experience of age, as to send him forth in early wisdom prepared for the trials of life; and in the art of living, as in every branch of knowledge, observation will justify the conclusion, that abridgements can only afford hints to refresh the recollection of the expert, but will never be able to confer wisdom upon the ignorant. The heaven-inspired promise of perseverance in rectitude, is not made to occasional warfare and reproof, however eloquent and earnest, but to that daily instruction which blends knowledge and virtue with the earliest thoughts and associations of the mind, till, to after life, they shall seem instincts of nature rather than habits of education. Yet we are not justified in supposing these occasional efforts to have been entirely without success. On the contrary, they may afford, and probably often have afforded, aid to the daily lessons of the fireside and the seminary—have served by their novelty to awaken an attention fatigued by sameness of instruction, and by external authority to give strength to domestic admonition. But at this day, the difficulties inherent in every effort thus to speak or to write, are increased an hundred fold. The mind of man is still studious of novelty, and is pleased with change.—But in address to the young, where is novelty to be had? Of matter, no where—and amidst all the diversities of illustration, of style, of argument, which the poet and the essayist have successively employed to give variety and impressiveness to lessons of wisdom for youth, where is the man bold enough to expect any novelty, even of manner, in the delivery or enforcement of ancient truths? But something may be hoped of attention, of respect, and of indulgence, for one who does not assume the attitude of a moral dictator, but comes at your own bidding to address you—comes, not only aware of general deficiency, but sensible that circumstances of domestic distraction, have denied him the opportunity to devote entire to your education, the small space of time which the regular demands of business had left at his disposal—who, under these disadvantages, is sincerely desirous to be useful to you, and to discharge honorably the task which your favorable opinion has assigned him. At all events, whatever difficulties may attend the effort at instruction, I cannot feel justified in omitting the attempt. That the issue of life depends ordinarily upon its commencement, experience teaches; and we know from revelation, that the present life, compared (as it aptly is) for its shortness and uncertainty, to a vapor which appeareth for a little time, and then vanisheth away, yet stretches forward its influence into the expanse of eternal existence. No opportunity, therefore, of rightly influencing the outset of life, can be innocently neglected; and we must not for a moment imagine, that we are now assembled for purposes of amusement, or that we can pass from our present meeting without incurring some responsibility for one added opportunity of improvement.

In the first place, then, let me impress upon you, that your collegiate course is but the commencement of education—is intended not so much to make you learned, as to enable you to become so; and that nothing is to be gained in the few years of residence here, but the rudiments of knowledge. To obtain such an introduction to science as may be afterwards improved into a full acquaintance with her riches, demands all the diligence of the student during a college life; but when a college life is over, to permit these preliminary acquisitions to remain unimproved, is at best, voluntarily to forego your advantages, and ignobly to content yourselves with the lowest station amongst the votaries of science. But this ground even cannot be attained; you must press on or recede. As by a law applicable to the body, the supplies of food and other

peated application to healthful exercise, are necessary, not merely to its increase, but to its existence; so what the mind acquires can only be retained by diligence and improvement; and he who resolves that he will not advance, has already, in effect, taken the first step of retrogradation. Fix it then as certain, that you cannot stand still; and if there be any generous desire of excellence in your bosoms—any sense of duty to your parents or friends—any grateful remembrance of Him who is the ultimate author of all your advantages; resolve, that while literature or science has any thing to be gained without neglecting the duties more immediately yours in active life, you will continue to increase your store.

It has been often remarked by foreigners, and may be easily perceived by ourselves, that, in our country, men are not in any department, of society thoroughly made what they assume to be. We seek to do too much in a short time; and yielding to our wishes, without consulting the necessities of things, we affect to become skilled in learning, in science, in the professions, and in the mechanic arts, without that patient application, by which only any thing can be well and thoroughly learned. There are many causes to be found in our situation and institutions, to account for this, but it certainly exists, and as certainly has, in some respects, a mischievous tendency. We are not as literary a people as we should be. We have more smatterers, and fewer adepts, than other nations; and as a necessary consequence of the want of thorough instruction, we are inflated with self-consequence at what we deem our vast attainments. How often, my young friends, and how painfully is this manifested in the productions of our public men! What pompous boasts—what unmeaning declamations—what artificial subtleties—what gross invective—what coarse allusions—what disgusting self-confidence, deform the oratory (as it is called) of Congress! Of all the weeks which are yearly devoted to that body to the delivery of speeches, how few the hours which are not wasted! Of the thousand newspaper columns which are filled with reports of these speeches, how many can a man of taste read without disgust, or a patriot without sorrow! Attend our judicial tribunals, and see how the gravity of jurisprudence is insulted by the same frothy, loud, inelegant, and unintelligible vociferations—observe how often even the most ordinary proprieties of language, the most common rules of grammar, are violated—so often and so grossly indeed, as to leave no doubt that the violations proceed from ignorance rather than inattention—yet, scarce a public meeting is held (and where are they not held?) from an assembly at Faneuil Hall, to a separate election or a barbecue, which is not, according to the printed reports of those who heard and acted in them, enlightened and electrified by eloquence surpassing that of Tully or Demosthenes! In short, deficient as we are, all our people are prodigies—learning is to be found in every hamlet, literature in every country store, and oratory in every debating room. In the mean time, there is nothing in the public taste and intelligence, to rebuke and put to shame, this empty swelling, this "sound and fury signifying nothing." Those who see and lament the evil are not of sufficient number or authority to control public opinion. The people at large are pleased with the speakers and writers, who, if intelligible in nothing else, are sufficiently so in the descriptions of idolatrous worship to the intelligence and virtue of the people, and in public professions of their own disinterested devotion to the general welfare.—In this state of things, it will require no small effort in a young man, on his entrance into life, to continue a due attention to literature, to persevere amidst the pleasures and engagements which surround him, in preserving what he has already attained, and still, as opportunities occur, adding to his stock. He sees the highest stations attainable and attained, not only without learning, but with little sense; and, sickening at the risksomeness of study without reward, is apt to exclaim, why should I not content myself with that mediocrity of attainment, by which, with confidence and vociferation, so many have succeeded, and which seems the surest, as it is the easiest, mode of advancement! To this inquiry it may be answered, that knowledge is of itself desirable, & should be pursued even for its own sake—for the dignity and happiness which it brings to its possessor; that though many succeed in acquiring fame and opulence without classical attainments, yet these offer no inducement to the acquisition of either; and it is not recommended that they be pursued in exclusion of, but in connection with, and as auxiliary to, the practical employments of life. In these, you should be desirous (as what youth of noble aspirants is not) to do well whatever you do, so that with the applause of those who may be able to advance you, you may lay in your favor the sentence of all whose worth and intelligence make their approbation a gratifying assurance of kindred excellence in yourselves. But we have prof by example, that the highest attainments of literature may not conduce to a speedy elevation in the political

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It has been often remarked by foreigners, and may be easily perceived by ourselves, that, in our country, men are not in any department, of society thoroughly made what they assume to be. We seek to do too much in a short time; and yielding to our wishes, without consulting the necessities of things, we affect to become skilled in learning, in science, in the professions, and in the mechanic arts, without that patient application, by which only any thing can be well and thoroughly learned. There are many causes to be found in our situation and institutions, to account for this, but it certainly exists, and as certainly has, in some respects, a mischievous tendency. We are not as literary a people as we should be. We have more smatterers, and fewer adepts, than other nations; and as a necessary consequence of the want of thorough instruction, we are inflated with self-consequence at what we deem our vast attainments. How often, my young friends, and how painfully is this manifested in the productions of our public men! What pompous boasts—what unmeaning declamations—what artificial subtleties—what gross invective—what coarse allusions—what disgusting self-confidence, deform the oratory (as it is called) of Congress! Of all the weeks which are yearly devoted to that body to the delivery of speeches, how few the hours which are not wasted! Of the thousand newspaper columns which are filled with reports of these speeches, how many can a man of taste read without disgust, or a patriot without sorrow! Attend our judicial tribunals, and see how the gravity of jurisprudence is insulted by the same frothy, loud, inelegant, and unintelligible vociferations—observe how often even the most ordinary proprieties of language, the most common rules of grammar, are violated—so often and so grossly indeed, as to leave no doubt that the violations proceed from ignorance rather than inattention—yet, scarce a public meeting is held (and where are they not held?) from an assembly at Faneuil Hall, to a separate election or a barbecue, which is not, according to the printed reports of those who heard and acted in them, enlightened and electrified by eloquence surpassing that of Tully or Demosthenes! In short, deficient as we are, all our people are prodigies—learning is to be found in every hamlet, literature in every country store, and oratory in every debating room. In the mean time, there is nothing in the public taste and intelligence, to rebuke and put to shame, this empty swelling, this "sound and fury signifying nothing." Those who see and lament the evil are not of sufficient number or authority to control public opinion. The people at large are pleased with the speakers and writers, who, if intelligible in nothing else, are sufficiently so in the descriptions of idolatrous worship to the intelligence and virtue of the people, and in public professions of their own disinterested devotion to the general welfare.—In this state of things, it will require no small effort in a young man, on his entrance into life, to continue a due attention to literature, to persevere amidst the pleasures and engagements which surround him, in preserving what he has already attained, and still, as opportunities occur, adding to his stock. He sees the highest stations attainable and attained, not only without learning, but with little sense; and, sickening at the risksomeness of study without reward, is apt to exclaim, why should I not content myself with that mediocrity of attainment, by which, with confidence and vociferation, so many have succeeded, and which seems the surest, as it is the easiest, mode of advancement! To this inquiry it may be answered, that knowledge is of itself desirable, & should be pursued even for its own sake—for the dignity and happiness which it brings to its possessor; that though many succeed in acquiring fame and opulence without classical attainments, yet these offer no inducement to the acquisition of either; and it is not recommended that they be pursued in exclusion of, but in connection with, and as auxiliary to, the practical employments of life. In these, you should be desirous (as what youth of noble aspirants is not) to do well whatever you do, so that with the applause of those who may be able to advance you, you may lay in your favor the sentence of all whose worth and intelligence make their approbation a gratifying assurance of kindred excellence in yourselves. But we have prof by example, that the highest attainments of literature may not conduce to a speedy elevation in the political

world, or win the noisy plaudits of the crowd; yet they do lend an ultimate and irresistible weight to genius and learning, and command for their possessor a noble and enduring superiority. Of this, no more conspicuous instance can be produced than the distinguished gentleman who addressed you at the last commencement. He, amidst all the occupations of private, professional and public life, has ever remembered the pursuits of his alma mater; has kept bright by constant exercise, all the mental armoury which early education had bestowed, and, instead of suffering his classical knowledge to decay, has been always enlarging his acquisitions; and he now reaps the reward of his early labors and consistent efforts in a real efficiency, an acknowledged superiority—of which, any of us, might well be proud. When, therefore, you shall be tempted to self-indulgence, and see men, by art or fortune, rising into premature elevation without classical learning,—when you shall see men of real abilities, worth and usefulness justly honored, though without these literary embellishments,—be not led to conclude them valueless. While you learn to think them not indispensable either to merit or success, at the same time remember that literature gives to professional talent all its elegance and half its efficiency; and that to emulate the fame and reach the eminence of the gentleman to whom I have just alluded, you must be not only prof found in your acquisitions, but various, acute and graceful.

MR. BARBERS ADDRESS.

Gentlemen of the Philanthropic and Dyslectic Societies:

To impart instruction to the young, by gain every age, furnished occupation to those of maturer years; and every species of writing has been exhausted in precepts to prepare them for the conflict with temptations which await their first entrance upon manhood. The eye of friendly solicitude has anticipated the scene of life—has beheld youth, impetuous with desire, confident of strength, and buoyant with hope, rushing forward upon a path beset with dangers, of which the greatest are unseen, or thoughtlessly despised for their apparent insignificance; and the lessons of wisdom, taught by experience, have been urged with all the force of argument, and all the fervor of affection—with every variety of illustration, in every time of remonstrance, which might best serve to arrest attention, and fix, even in the most careless, a sense of approaching danger. That these attempts to prepare others for a struggle, of the nature of which they are ignorant, are worthy of a commendation, we must all concede; but it may admit of serious question whether they have attained to any great success, either to prevent failure, or to facilitate recovery. It is not perhaps possible, to epitomise for the young man the experience of age, as to send him forth in early wisdom prepared for the trials of life; and in the art of living, as in every branch of knowledge, observation will justify the conclusion, that abridgements can only afford hints to refresh the recollection of the expert, but will never be able to confer wisdom upon the ignorant. The heaven-inspired promise of perseverance in rectitude, is not made to occasional warfare and reproof, however eloquent and earnest, but to that daily instruction which blends knowledge and virtue with the earliest thoughts and associations of the mind, till, to after life, they shall seem instincts of nature rather than habits of education. Yet we are not justified in supposing these occasional efforts to have been entirely without success. On the contrary, they may afford, and probably often have afforded, aid to the daily lessons of the fireside and the seminary—have served by their novelty to awaken an attention fatigued by sameness of instruction, and by external authority to give strength to domestic admonition. But at this day, the difficulties inherent in every effort thus to speak or to write, are increased an hundred fold. The mind of man is still studious of novelty, and is pleased with change.—But in address to the young, where is novelty to be had? Of matter, no where—and amidst all the diversities of illustration, of style, of argument, which the poet and the essayist have successively employed to give variety and impressiveness to lessons of wisdom for youth, where is the man bold enough to expect any novelty, even of manner, in the delivery or enforcement of ancient truths? But something may be hoped of attention, of respect, and of indulgence, for one who does not assume the attitude of a moral dictator, but comes at your own bidding to address you—comes, not only aware of general deficiency, but sensible that circumstances of domestic distraction, have denied him the opportunity to devote entire to your education, the small space of time which the regular demands of business had left at his disposal—who, under these disadvantages, is sincerely desirous to be useful to you, and to discharge honorably the task which your favorable opinion has assigned him. At all events, whatever difficulties may attend the effort at instruction, I cannot feel justified in omitting the attempt. That the issue of life depends ordinarily upon its commencement, experience teaches; and we know from revelation, that the present life, compared (as it aptly is) for its shortness and uncertainty, to a vapor which appeareth for a little time, and then vanisheth away, yet stretches forward its influence into the expanse of eternal existence. No opportunity, therefore, of rightly influencing the outset of life, can be innocently neglected; and we must not for a moment imagine, that we are now assembled for purposes of amusement, or that we can pass from our present meeting without incurring some responsibility for one added opportunity of improvement.

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