

## Communications.

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### INTERNAL IMPROVEMENT.

In North-Carolina—see Act of 1819, establishing a Board and creating a Fund for Internal Improvement. The following, from an official source, will shew the Receipts and Expenditures of the Board for Internal Improvements, since its organization in 1819.

#### RECEIPTS.

In Cash and Notes for Cherokee Lands, at four several sales,	\$110,174
For dividends in the Newbern and Cape Fear Banks,	83,610
	\$193,784

#### EXPENDITURES.

On the works below Wilmington, and on the Dredging Machine,	34,000
Subscribed to the Cape Fear Company, to improve the River above and below Fayetteville, (only expended in part)	25,000
On the Clubfoot and Harlow's Creek Canal,*	7,500
On Broad River,	2,543
On Lumber River,	427
In making roads, principally to the westward,	14,672
Salary and expences of the Principal Engineer,	29,861
Do. do. of Assistant do.	8,630
Services and travelling of the Board,	4,798
Contingent expences,	1,154
	\$128,590

\* Besides this expenditure on this Canal, the Legislature, at the last session, directed a loan of \$12,000 to be made to the Company.

The tendency of the system of Internal Improvements by Congress, since its commencement in 1824, may be somewhat understood from the following extracts from a Speech of Senator Dickerson of N. J. in the last Congress, on a bill to distribute part of the revenue of the U. States among the several States:

"A grand national system of Internal Improvements already presents a front that is truly formidable. If not arrested, it will destroy what remains of the federative principle of our Constitution—it will obliterate the lines by which State rights have been heretofore defined, and reduce our union of confederated States to a consolidated government. Projects are already on foot for expending more than a hundred millions of dollars, by the arm of the General Government. Our desks and tables groan with the number and weight of applications for, and reports on, roads and canals.—This District, it seems, is to be the centre, to which many of these magnificent improvements are to tend. The great National Cumberland road is to be continued to this place—a great National Road is to be made from this place to New-Orleans—a great National Road from this place to Buffalo; and a very great National Canal from this place to the waters beyond the Western mountains, with more than three thousand feet of lockage; and a great National Tunnel, of four or five miles, through the rocky summit of the Alleghany, by which the waters of the Youghiogeny are to mingle with those of the Potomac—to cost twenty or thirty millions of dollars—and how many more

roads and canals, from this place, I know not."

Speaking of the Cumberland Road, Mr. Dickerson says: "this Road was commenced in the year 1806, when it was thought it might possibly cost one hundred, or one hundred and fifty thousand dollars. By a report of the Secretary of the Treasury, of the 19th of February, 1823, it appears that the road at that time had cost \$1,718,346 35—and there was appropriated for the improvement of the road, \$25,000—making in all to that time, \$1,743,346 35. The road is 130 miles long, and has cost us more than \$14,000 per mile. By a report of the 29th of April last, it appears that the road is in an extremely bad condition, and that many parts of it are impassable—and the further sum of \$167,680 are required for putting it in repair."

From a Report of the U. S. Board of Engineers we learn, page 62 of that report, on the Chesapeake & Ohio Canal, that its estimated cost is \$22,375,427 69.

The following is taken from a Communication in the Richmond Enquirer, which goes to shew the tendency of the same system in Virginia:

"But all experience has shown, from the foundation of our government, that estimates always fall short of actual expenditures, and in a majority of cases when estimates have been resorted to, experience has shown the necessity of doubling them to complete the designated work. Let us resort to a more just standard, the expense of cutting the Canal to Maiden's Adventure; and taking the expense by the mile, of executing this work, and applying to each mile of the unexecuted work the same ratio of expenditure, we shall obtain the following result: This section of about 25 miles has caused an expenditure of one million two hundred and fifty thousand dollars, a cost of \$50,000 per mile. The distance to Covington is 243 miles. This at \$50,000 per mile, will require \$12,400,000, which is double the estimate of the present Engineer, and near seven times the amount of that of the former."

Where is all this money to come from! There is but one source—the pockets of the people.

## Foreign.

*From England.*—An arrival at New-York, on the 26th ult. furnishes Liverpool papers to the 26th May. The extracts given relate principally to the formation of the new Ministry. A Liverpool paper of the 26th, says: "we have had an extensive demand for Cotton this week, both from speculators and the trade; but from the weighty import of the two previous weeks (79,560 bags) and the still larger and unprecedented import of the present week, (58,831 bags) lower prices were contended for by them, much beyond the views of holders. Hence, the sales are far short of what they otherwise would have been."

The London Observer states that the final arrangements of the new Ministry, have caused great satisfaction—they have given the

*coup de grace* to the Opposition. From the death of Mr. Pitt, the country has not seen so strong an administration, nor, with the exception of the short period of 1806, has there been so feeble an opposition for half a century.

An arrival from India brings intelligence of an unimportant insurrection having broken out in one of the Burman provinces.

Expresses had arrived from Lisbon, bringing intelligence that the Princess Regent was in a very alarming state, and not expected to survive many hours. Much anarchy is dreaded in the event of her death.

The Paris papers of the 22d, mention that the French Capitol remains tranquil, but that the spirit of disaffection is spreading rapidly among the citizens, and also over the other departments. The change of public opinion in France with respect to M. Villele, is singular—he is now, we believe, in general unpopular; though it is not long since the Parisians worshipped him.

*The Greeks.*—The Greek Agent in Paris has received news from Napoli de Romania to the 29th March. The threat of Lord Cochrane to leave the country if their disputes were not settled, had the desired effect. The two assemblies have decided to meet at Poros, and to abandon their pretensions which have caused all the acrimony between them. On the 25th, a very bloody affair occurred before Athens, when the Greeks carried an important position. Lord Cochrane departed from Egina on the 21st, in a steam boat, accompanied by four other vessels. Miaulis was to join him with two other vessels. The expedition is secret. The vessels sent from Leghorn, with ammunition and flour, arrived on the 23d, Gen. Church was setting out to join Karaiskaki in the siege of Athens.

*South America.*—A letter dated the 2d of March, at Lima, in Peru, says—"Within the last fifteen days there has been a revolution here, the people refusing to abide by Bolivar's Constitution—and a Congress is about convening to elect a President and other government officers. Santa Cruz is at present at the head of affairs. All the Colombian officers are seized and imprisoned. Bolivar is expected here from Venezuela, and on his arrival much disturbance is anticipated."

*Bolivar.*—The strictures of the journals of this country on the conduct and designs of Bolivar, have been noticed in the Gaceta de Colombia, published at Bogota, and it is acknowledged that certain documents issued under his name afford color to them; but the editor adds: "We have the best founded hopes that all suspicions will vanish before the new proofs of patriotism, disinterestedness and loyalty, which will be given to Colombia by her present President, always her Liberator. The meeting of the Congress of 1827, will furnish General Bolivar with a precious opportunity to preserve pure and immaculate his own glory and that of his country."



## Tarborough,

SATURDAY, JULY 7, 1827.

*Funeral Sermon.*—The Rev. P. W. DOWD is expected to preach the Funeral of the late William Drew, in the town of Halifax, on the 4th Sunday in this month. He is also expected to preach at Quanky Chapel, the day before.—Com. July, 1827.

The New Bridge over the Tar river at this place, was completed on Saturday last—and, we are gratified in stating, to the entire satisfaction of the Commissioners. Mr. Green Ross, of Franklin, the builder, is justly entitled to praise for the expeditious and workmanlike manner in which the work has been executed. The bridge is 525 feet in length, and 18 in breadth—it cost \$2500—\$1500 for the timber, and \$1000 for building.

*June Frosts.*—The Elizabeth City Star states that "the thermometer stood at 58 degrees on Saturday and Sunday mornings (24th and 25th) at 7 o'clock. We have understood from more than one person, that there was frost both of the above nights." The Petersburg Republican of the 26th ultimo, says—"We are informed, that there was a slight appearance of white frost on Tuesday, Saturday and Sunday mornings," in that place. On the night of the 1st, Greensburg, (Penn.) was visited by a very severe frost, which totally destroyed the beans and corn in the gardens and fields. In some instances, it was necessary to re-plant whole fields of the latter grain. We noticed in our paper of Saturday last, the unseasonable weather experienced in this vicinity, at the close of the preceding week, and which continued several days—we have no thermometer to consult, but we venture to assert with *warmth*, that during the present week most of our readers have found it "hot enough."

*Harrisburg Convention.*—The mask is off, and it is now openly proclaimed that the "American System" is the hobby on which Mr. Adams is to ride down the opposition of "that stupid race," (as he formerly characterized the Germans) and to convert them to the novel doctrines which are artfully introduced to perpetuate the ill-gotten and ill-used power of the Coalition. When the Harrisburg Convention was proposed by the "Pennsylvania Society for the promotion of manufactures and the mechanic arts," it was distinctly stated that their proceedings were to be confined to a union of effort among the "wool-growers and manufacturers," in order to procure further protection from Congress; and any interference in the Presidential question was utterly disclaimed. With what surprise will the honest Pennsylvanians view a host of political jugglers from different States, assembling with the avowed object of "identifying the manufacturing interest with the Administration, to complete the revolution already begun and much advanced, adverse to the prospects of Gen. Jackson"—and so confident are they of the success of this movement, that they already "state with the utmost confidence, that Pennsylvania will not vote for Gen. Jackson." Fortunately, the bubble burst before it was full blown, and the yeomanry of Pennsylvania will not be found so "ineffably stupid," as to be gullied into the support of the Administration by the *diplo-macy* of Mr. Adams, nor the *finesse* of Mr. Clay, who has already made his appearance on the theatre of action. Our limits will not permit us to insert the entire speech of Mr. Clay, at a public dinner at Pittsburg, on the 26th ult. in which the views of the Coalition are fully developed; but we give the passages directly applicable to