



THE "FREE PRESS,"

By Geo. Howard,

Is published weekly, (every Friday,) at TWO DOLLARS per year, (or 52 numbers,) if paid in advance—Two Dollars & Fifty Cents, if paid within the subscription year—or, Three Dollars at the expiration of the year—for any period less than a year, Twenty-five Cents per month. Subscribers at liberty to discontinue at any time on paying arrears. Subscribers residing at a distance must invariably pay in advance, or give a responsible reference in this vicinity. No subscription discontinued unless a notification to that effect is given.

Advertisements, not exceeding 16 lines, will be inserted at 50 cents the first insertion, and 25 cents each continuance. Longer ones at that rate for every 16 lines. Advertisements must be marked the number of insertions required, or they will be continued until otherwise ordered.

Letters addressed to the Editor must be post paid, or they will not be attended to.

For Sale.

At the Store of R. & S. D. Cotten, IN TARBOROUGH,

Turks Island and } SALT,
Liverpool sack }
Molasses, sugar, coffee, tea, and chocolate,
Iron and steel of every description & quality,
Blacksmiths bellows, and every other article to make a complete sett of Blacksmiths tools,
Old brandy, by the barrel or retail,
Jamaica rum, 5 years old,
Ozard's cogniac brandy, 10 years old,
Pure Holland gin, old rye whiskey,
Madeira wine, N. E. rum & common brandy,
Together with an extensive assortment of

Staple and Fancy Goods,
Of almost every variety, at as low prices for cash, as can be bought at any store in the place.

A constant supply of Swain's Panacea, Dr. Chambers' remedy for Intemperance, Judd's celebrated Ointment, &c. &c.

The highest price paid in Cash, for good clean baled Cotton.

JUST RECEIVED and now opening, a splendid assortment of fancy & staple

Seasonable Goods,
At unprecedented low prices—100 barrels superior Cut HERRINGS, &c. &c.
R. & S. D. COTTEN.
May 12, 1830.

Salt at 60 Cents.
FOR SALE, by the Subscribers, ten thousand bushels

TURKS ISLAND SALT,
Of the best quality, which they offer at the above price for Cash, or in exchange for seed Cotton, at the highest market price.
D. RICHARDS & CO.
Tarboro', Dec. 8, 1829.

King & Gatlin,
SENSIBLY grateful for the very liberal encouragement heretofore manifested by the citizens of this and the adjacent counties, have the pleasure to announce the arrival (direct from NEW-YORK) of an elegant and extensive assortment of every article pertaining to

GENTLEMEN'S Fashionable Clothing,

Selected by a first-rate judge, and at the most reduced prices—among which splendid assortment may be found:

Black, blue, olive, steel and mixed Cloths,
Plain black silk Velvet,
Figured and striped do.
Plain black Florentine,
Valencia vesting, of various colors,
White quilting, of a superior quality,
ALSO, Patent Suspenders, and a general and well selected assortment of

Fashionable Trimmings,
All of which will be sold at reduced prices for cash, or to punctual customers.
Tarboro', 25th Sept. 1829.

Domestic.

Dr. T. H. HALL'S SPEECH.

We extract from the National Intelligencer of the 11th ult. the following "Remarks of Mr. HALL, of N. Carolina, on the Bill authorizing a subscription to the Stock of the Maysville and Lexington Turnpike Road"—

Mr. HALL said: I hope, Mr. Speaker, I shall be excused for delaying the passage of this bill for a few moments only. I have no idea, Sir, that I shall be able to prevent its passage altogether. As I took no part in the debate yesterday, I wish to make a remark or two, not that I have any peculiar hostility to this particular object, for I can assure my friends from Kentucky, that I would as soon vote for an appropriation for this object, as any other of the kind, even in my own district. But I rise to make some developments which I think calculated to throw much light on the system of internal improvement, generally, of which this road is a part, & which involves the principle of the whole object.

The developments which I am about to make, consist of emanations from the most respectable sources—from the Legislatures of two of the most wealthy and powerful States in the Union, New-York and Pennsylvania.

It is unnecessary for me to say, that, in presenting what I do from these sources, it is not from any want of respect. My object is to show what New-York and Pennsylvania have done, and the results at which they have arrived in the prosecution of works of internal improvement, as a beacon and a warning to other States less powerful in the means, necessary to the successful prosecution of these works. I hesitate not to say, that no other States in the Union can push their plans of internal improvements to the extent which these States have, without the most ruinous consequences.

The great State of New-York, with means and appliances, physical and adventitious, which no other State in the Union has, or perhaps ever can have, will find some difficulty in extricating herself from the situation in which her splendid works have placed her. But with her resources, if she continues to exercise the wisdom in the management of her system, which she has heretofore done, by applying her general revenue means, as a sinking fund to her debt, and suspend the further extension of her system, she will, in some few years, wipe off this debt, which, if I am rightly informed, has been considerably reduced by this policy. The report of the Canal Board, in answer to a resolution of the Senate of New-York, of the 25th of February, 1830, presents, among other remarks, the following:

"The advantages to the people of this State, to be derived from the construction of the navigable communications between the great Western and Northern lakes and the Atlantic ocean, were doubtless based upon the anticipated revenue which these works would produce. It was, therefore, apparent, at the commencement of these works, that the local advantages in the enhancement of the value of the property contiguous to them, would be participated by the landed proprietors, and others inhabiting the canal sections of the State; and that the great State community must look, as an indemnity for its expenditures, to the revenue to be derived from these works." Again—"A law was passed at the commencement of these canals, imposing a direct local tax upon twenty-five miles on each side of these works. This law was based upon the evident principles, that the property in the vicinity of the canals, was enhanced

in value to the amount of the difference between land and water transportation. Owing, however, to the loss and inconvenience which would result from the assessment, collection and payment of the tax, it was never imposed; and those who have been almost exclusively benefitted by these works, having been thus exempted from all direct taxation, it would seem to be an obvious principle of justice, that the whole State should never be subject to taxation on account of the canals. It cannot be imagined, that the people of this State ever contemplated, that works which are principally beneficial in a local and individual point of view, should impose a tax upon the whole community; and it would doubtless be doing great injustice to that portion of our citizens who inhabit the canal sections, to imagine that they ever supposed that those in other parts of the State would be subjected to taxation to make or maintain the canals, or to extinguish the debt." The report goes on to say—"The State, in its political capacity, may be regarded as a corporation, and the same broad principle of justice in reference to its wealth, will have perfect applicability. In a corporation consisting of many individuals, an application of the funds of the whole for the benefit of a part, would be a transgression of the principles of equity, unless the funds were invested in such a manner as to return to the body corporate the principal and interest." Again—"But the making of the canals has added to the wealth of the State, by enhancing the value of the property in the canal sections. This is true. But as this addition of wealth has not diffused itself, and cannot diffuse itself equally among all the citizens; as two-thirds or three-fourths of the whole population derive little, if any, pecuniary advantage from the canals, it would be unjust and oppressive, that works which are thus partial in their benefits, should be general in their exactions."

Mr. Speaker, it will be seen by what has here been presented, that the object of the report was, to present to the people of New-York, in the shape of an account of debt and credit between them and the canals, or canal interests, a view of what they cost and yielded. And it is further stated—"The interests of the State in reference to the amount of tolls which ought to be collected on the canals, will be clearly indicated by exhibiting an account of debt and credit between the Erie and Champlain canals and the State, from their commencement up to the beginning of the present year." Here follows, after some further remarks, a set of calculations, shewing, according to the views taken in the report, that the "whole amount of debt chargeable to the canals, on the first day of January, 1830, was \$12,237,399 70." The report says further—"But, regarded in the most favorable light in which any reasonable calculation can place them, the canals have not yet done nothing towards the extinguishment of their debts; and, indeed, that they have not paid the annual interest of that debt, together with the moneys expended upon them for superintendence and repairs. That portion of debt which has been extinguished, owes its extinguishment entirely to the auxiliary funds, the duties on salt, on sales at auction, and sales of land, &c."

In the Pennsylvania Senate, on a bill making further appropriations for roads and canals, a member (Mr. Seltzer,) said "that the gentleman from the city had given us an eloquent speech. But had sung the old song—a song he had sung many times before. There were some notes, however, that were discordant; there were some assertions which were not founded in fact. He had told us that there were sufficient funds to pay the interest on our public debt until Fe-

bruary 1831. Now, Sir, I deny it; I, Sir, am bold to deny it; it cannot be shown to be true. We shall fall short of paying the interest this year, more than three hundred thousand dollars! Now, Sir, this old song is nearly worn out. It has been sung from year to year "give us more money to extend a little further, and the canal would be profitable." The State has already expended more than twelve millions of dollars, and not one mile of the canal has been completed, and the gentleman from the city wants to borrow money to pay the interest. Such a course, every one knows, would bring an individual to ruin; and who could doubt but that it would bring ruin on the Commonwealth?"

Mr. Speaker, I have said, that in presenting these emanations from these two great States, it was certainly from no feeling of disrespect, but rather from any other feeling. I have done it, Sir, to notify the State which I have in part the honor to represent, as well as others, to take warning by the example and experience of those who have gone before them, into undertakings which, whatever these States may do, it would be difficult for others to accomplish. I have quoted these documents, and particularly the report, to shew what utter delusion prevails upon the subject of internal improvement, not only in the States, but as it is carried on, or pretended to be, by the General Government; and more particularly to shew the fallacy of the idea of the nationality or generality of works and objects whose principal attribute is that of locality of place. Sir, we have heard in this debate a great deal about national objects, but what does the documentary evidence teach us? That the very work, which by way of excellence, if there is one in this Union (the Erie and Champlain Canal) is entitled pre-eminently to be called a national work, is yet shown by the report of the canal board to be one of local character and interest. Sir, there is not a greater source of error and mischief than the improper or equivocal use of language. It has been said by one of the most able and talented men ever produced by that country, so prolific in great men, "that mankind in general are not sufficiently aware, that words without meaning, or of equivocal meaning, are the everlasting engines of fraud and injustice." The words National, American System, Internal Improvement, General Welfare, &c. are striking instances. As they are frequently used, they are words of equivocal meaning, and have been used as engines productive of immeasurable, I fear of irremediable injury to the people of this country! These words confined to their proper use have a distinct and appropriate meaning of their own. For words are the names of things, Sir. Words are things, you know, Mr. Speaker; and, misused or abused, they may be made very wicked and mischievous things. But the word national! The national good! The general welfare! Sir, what is national? Why, Mr. Speaker, it would not be difficult, by a little logical legerdemain, to prove that any thing, however local or circumscribed in its character, is national. The general welfare is made up of the particular welfare—the whole is made up of its parts, and e converso, what is good for the parts is good for the whole. The nation is made up of individuals—what is good for the nation, is good for the individuals—what is good for the individuals must be good for the nation; therefore every individual advantage must be a national advantage. But it is of advantage to my old neighbor that his potato patch or corn field should be cultivated, or that he should have a ditch cut, or a cowpen made; his individual advantage is part of the national