

Communications.

[BY REQUEST.]

From the Halifax Advocate.

Mr. Editor:—In the conflict of contrary testimony, none so decidedly satisfies the mind and relieves it of doubt, as that which is clearly known to ourselves. It fortunately happens to a very large portion of our community to be able, from our own knowledge to settle the truth of several of the statements contained in the two opposing reports which lately emanated from the committee of the Senate on Post office and Post roads. In the report of the minority of this committee, composed of Messrs. Grundy and Robinson, it is stated, that Avery, Tompkins and Saltmarsh contracted with the department for "running 3 times a week between Nashville and Tarborough N. C. 23 miles, in two horse stages, at 450 dollars a year; and for running once a week on horseback between Enfield and Tarborough, 24 miles, at 70 dollars a year. These contracts all bear date Oct. 20th, 1830; to commence January 1st, 1831, and to continue four years." Afterwards, and before the commencement of the contract, "the route from Nashville to Tarborough, 23 miles, was ordered to be run in four horse post coaches, instead of two horse stages. The route from Enfield to Tarborough, 24 miles, was directed to be performed three times a week, in four horse post coaches, instead of once a week, on horseback." The minority then proceed to state, that \$2000 per annum extra had been allowed to the contractors for the above mentioned improvement, and conclude their paragraph relating to this subject by saying "the contractors furnished satisfactory evidence to the department that the improvements increased their expense equal to the allowance which was made, and there is no cause to doubt it." Now it is perfectly well known to the citizens of Tarborough and Nashville, that the contractors have never, for a single month, run a four horse post coach on the route from Nashville to Tarborough; but have only performed the original contract, in two horse stages, for which they were to receive \$450 per annum. And it is equally well known, to the citizens of Tarborough and Enfield that they have, for only a part of the time, run a four horse post coach from Tarborough to Enfield and are now running a two horse stage. As the contractors have not in the slightest degree improved the route between Tarborough and Nashville, it follows that they have been receiving \$2000 per annum for the last three and a half years for the improvement on the route from Enfield to Tarborough, from a horse mail once a week, to a two horse stage, 3 times a week.

The above mentioned facts, admit of no denial. Five hundred witnesses can attest them. And now Mr. Editor, was there ever an instance, in an economical government, of a more aggravated imposture—Will people talk of an oppressive tariff with rage and indignation, and quietly submit to swindling like this?

I will now calculate the sum which these contractors will have received, on the 31st Dec. 1834, out of our pockets, for which no service will have been performed. As the Nashville and Tarborough route has received no improvement from the original contract, at 450 dollars per annum, we may exclude that route in our calculation. You will attend to the fact, Mr. Editor, that the \$2000 extra is over and above the sum first agreed on between the contractors and the department, that sum is likewise paid them in addition to the extra allowance.

On the Tarborough and Enfield route of 24 miles on horseback once a week they receive the sum of	\$70
For the improvement of this route they receive extra per annum,	2,000
Making the yearly allowance for this route, 2,070	
This for four years ending 31st Dec. 1834, will be	\$8,280

The minority of the committee say "there is no rule by which a pro rata can be established between a horse route and a coach route." With this difficulty in our way, it may be supposed that we are

stopped; but I will remove it so far as concerns this, with great ease and equal liberality.—The route from Tarborough to Enfield is 24 miles over a fair road—that from Tarborough to Nashville is 23 miles. The contractors undertook the latter route at 450 a year, to be run in two horse stages, 3 times a week—This is part the service that has been, and is now performing on the Enfield and Tarborough route. The contractors cannot therefore, complain if I allow them for 24 miles, as much as they voluntarily undertook to run 23 miles for. We will therefore put down this route in two horse stages 3 times a week at \$450 per annum. This for four years ending 31st Dec. 1834 to be \$1,800.

Instead of this, however, I have shown that at that time they will have received \$8280. The difference between these sums is 6480 dollars, and this is the sum which will have been received by them, for which no service will have been performed, on these two very inconsiderable routes!!!

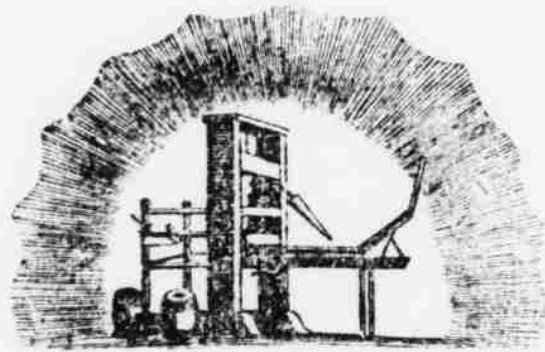
Thus much for the contractors, and I leave them to your readers. I will now briefly, but fully and fairly examine, in the language of Messrs. Grundy and Robinson, whether supposing all the extra services to have been performed which were stipulated, "this allowance was greater than what law and equity would warrant." The report of these gentlemen say, "fifty per cent on a two horse stage line, is estimated by the department as the pro rata increase for improvement to a four horse coach line." Now let us take this rule of the department as the test of the equity of allowing \$2000 per annum for the routes aforesaid.

The route from Tarborough to Nashville in a two horse stage was bid off by the contractors at	\$450
Fifty per cent. on the amount for improvement to a four horse line is	225
Making the Tarborough and Nashville route improved worth per annum,	675
We will now allow the sum for the Enfield and Tarborough route improved,	675
Making both routes, improved, worth per annum,	\$1,350

And let us see Mr. Editor what they do, in fact, receive for both of these routes improved—

First, they receive on the Tarborough and Nashville route,	\$450
Second, they receive on the Tarborough and Enfield route,	70
Third, they receive in extra allowances on both routes,	2,000
The amount actually received per annum for these two routes, improved, is	\$2,520

The difference then, between a fair pro rata allowance at 50 per cent on the original contracts, and what they do in fact receive, is \$1170 a year, making, in four years, \$4680—I now leave the Post Master General to your readers. A



TARBOROUGH;

FRIDAY, AUGUST 1, 1834.

On Sunday last, a valuable negro boy named Wellington, aged about 18 years, the property of Miss Abby Mathewson of this place, was drowned in Fishing Creek, into which he had gone to bathe.

An election was held in this county yesterday, for members of the next General Assembly and Sheriff—the polls of the several districts will be compared in this place to-morrow. From the unofficial statements received, it is generally supposed that Hardy Flowers is re-elected Senator, and John W. Potts and Turner Bynum re-elected Commoners—and that William D. Petway is elected Sheriff. We will give the official statement of the poll in our next.

There was no question of national politics involved in the contest for members of the Legislature—the candidates being all for Jackson, and all for the re-election of Mr. Brown to the United States Senate.

Among the recent proceedings of the Supreme Court of this State, as published in the

Raleigh Register, we observe the following:—

An Order was made on the petition of Trustees of the University of N. Carolina to pay over to Petitioners money unclaimed for more than seven years, on account of a legacy from Mary S. Blount to Elizabeth Hunter.

The rebuilding of the State House at Raleigh progresses very slow; but the work is executed with neatness and great durability. When the corner stone was laid, July 4, 1833, it was estimated that it would be completed in two years from that time. The second story is not yet done, (and as the workmen ascend they make less progress,) we suppose it will be at least two years more before the whole building will be finished.

Chapel Hill Har.

Shocco Springs.—Extract of a Letter from a traveller, to his friend in Petersburg, Va.

"I cannot here close without a few remarks on my visit to the Shocco Springs, in Warren County, North Carolina, situated in a high, healthy, wealthy and agreeable neighbourhood.

The houses are spacious, numerous and all finished in the neatest manner, and present to the approach of a visiter, (if you can imagine such a sight,) the appearance of a thousand mounds all covered in snow. And notwithstanding my opportunities to see company from my childhood to the present time have been unlimited, never have I been struck with more timidity than on my arrival.

The Portico, 120 feet in length, was literally overflowing with company. I met the gaze of about 225 spectators. Immediately, however, on alighting from my Sulkey, I was attended by four active servants, to whom, with their attendant, was intrusted my horse, vehicle and baggage, whilst I was conducted by a genteel, graceful man to the bar room, and presented with every thing pleasing to the eye, or that appetite could crave.

A very neat cabin, with walls of snowy whiteness, was very soon assigned me, and an attendant at my call. My arrival was in a few minutes announced to our mutual friends Old Hal and Thomas, (also, on a visit,) who in their usual exercise of gallantry, conducted me into a spacious Hall thronged with visitors, I believe, from every part of the world; a majority of whom, after my introduction I found free, easy and affable, all showing a desire to contribute to my comfort and relieve me from embarrassment: It proved effectual, for in a few days I was as easy as at home, and better fixed I assure you! Indeed, my dear Fellow, I had most delightful times.

Among my numerous female acquaintances, I met a little nymph from Virginia, whose bewitching eyes almost caused me to forget that I had ever known an Eliza.

I will not, however, confine my remarks longer to one individual. Shocco shewed forth all its fair and beautiful flowers with unusual brightness.

Our delegation from Virginia was received under almost, a general acclamation of joy. Suffice it to say, it was composed of her most brilliant jewels.

I much regret that the limits of this address will not suffer me to give you some account of its very valuable waters, and its general accommodation. I had not an opportunity to form an acquaintance with the Landlady, but shall do so on my return to Shocco about ten days hence, and will at that time give you a full history of every thing that may transpire.

With much respect, and in haste,
Your friend,

Lynchburg, July 12th, 1834.

P. S.—Are you fond of female society, fine music, the festive dance? Do you desire health, enjoy good eating and drinking? Meet me at Shocco!

In haste yours,

A Speck of War.—By advices received from the head quarters of Gen. Leavenworth, on the South Western frontier, near the Arkansas River, bearing date the 17th of June, the prospect of a little active service is offered to the portion of the army stationed in that district. The Pawnees are committing depredations, and nothing but the loss of a few lives it is feared, will have a tendency to seal a bond of amity between the White and Red man of that section. We give

the following extract of a letter, which we find in the Philadelphia National Gazette:—

"The dragoons are crossing, and we have thus commenced the campaign. Since the first of May, 300 miles of road have been completed. The dragoons are moving upon it to make a peace with the Pawnees. We expect to find them about 6 or 700 miles from here, and will have a peace with them, if we have to fight for it. They are killing our citizens, daily, and robbing every one they can find."

From the Telegraph.

Internal Improvements.—We call the very particular attention of the South, to the following extract from the debate in the House of Representatives on the appropriation for Oswego Harbor. Nothing can more plainly show the nature of the system under which the money of the people is expended, than these few remarks of Mr. Sutherland. He strips the matter of all disguise, owns it is a log-rolling concern, and that however improper, and partial, and useless, may be the appropriations, yet they must stick by each other, and vote for each other's proposition, or lose all. It is just like the candor which Mr. Sutherland exhibited in a certain memorable letter. It also shows that Mr. Sutherland, who is a shrewd man, knew the character of a majority of the House; and thought it the best policy to drop the curtain, and openly let all parties see that it was a log-rolling concern in which he was willing to take a share. The concluding remark is significant, "Ohio was well, New York was well, and Pennsylvania was pretty well." Ohio, New York, and Pennsylvania, sharing out the public moneys as they think proper.

Striking Characteristic.—Mr. Sutherland said that he had been one of the first in favor of embarking in the gentleman's Red river concern, and the House had given the gentleman's constituents 50 or 60,000 dollars at a dash. Now, this bill contained ten or twelve appropriations for the benefit of States which had helped the gentleman on that occasion, and it would be well enough for the gentlemen to remember that he, with others, was embarked in this bill. He must sink or swim with it. They were all in one boat, and they ought to act accordingly. The gentleman had got 30,000, and he thought this was pretty well for the present. Mr. S. had voted to make it 50,000 dollars, and would have been willing to have raised it to 100,000, but the House had determined otherwise; and the gentleman had better submit with good humor. He thought the bill did, upon the whole, as much as could be expected. Ohio was well, New York was well, and Pennsylvania was pretty well. It was best to quit debating and come to voting.

The following appropriations were made at the late session of Congress, for Public Works within this State:—

For carrying on the improvement of Ocracock inlet, North Carolina, fifteen thousand dollars.

For improving Cape Fear river, below Wilmington, North Carolina, five thousand two hundred and thirty-four dollars.

For a light boat to be anchored in a proper place, at or near the mouth of the Roanoke river, N. Carolina, ten thousand dollars.

For completing Fort Macon, (Beaufort Harbor, North Carolina,) repairing the wharf and dike, and for the protection of the site of that work, seven thousand dollars.

The Wilmington Press, in mentioning the arrival at home of Gen. McKay, the Representative of that District in Congress, says, "As the result of exertions, we mention, that the route from the Waccamaw Lake to the Cape Fear River, will be surveyed immediately, by an Engineer, at the expense of the United States. A survey will be made in Onslow, at the mouth of New River, by an United States' Engineer, who will be provided with the necessary instruments—the expense, however, to be borne by the citizens. The cause of this difference is, that the latter is considered by government as a local affair, and the former as national; as it is a link in a great chain of internal communication, long spoken of at the seat of government."

Fay. Obs.

At a meeting of the Board for the examination of Midshipmen, which assembled at Baltimore in May and adjourned