

sentiment of honor and courage than was then exhibited. The honest payment of debt—the honest duty of private life was elevated by its universality into a sentiment of national honor, as the whole country in mass pressed forward to its performance, as to some sacred and patriotic obligation. Whatever could be paid, was paid instantly and cheerfully; what it was impossible to pay at once, was secured with ample interest for the delay, with an utter abandonment of mere selfishness, and a disregard of any pecuniary sacrifice necessary to fulfil their engagements. Accordingly, the manner in which the United States have settled their immense commercial debt to Europe is a lasting monument of their integrity. No country could have better performed its duty. Even in the calmest moments of prosperity such a sentiment could scarcely be imagined as was accomplished amidst the general wreck and confusion of all its great interests with which the country was afflicted. The consequence, is that the general credit of the country never stood higher than at this moment; for it has now earned a distinction entirely exclusive and characteristic—that while the Government of the United States is the only Government on earth that has ever paid to the last cent its national debt, the People of the United States have discharged their private engagements with an unexampled fidelity. A civil glory this, worth a thousand victories.

In the midst of these troubles the character of our institutions was threatened by a combination of politicians in Pennsylvania, who endeavored to establish, as the basis of American legislation, that a charter or other engagement made by any State Legislature was liable to be annulled by any subsequent Legislature—and still more effectually by any political meeting called a Convention—which is only another form of extraordinary legislation; and an attempt was announced to carry that dogma into effect at a Convention then approaching. The assertion of such a right by the State Government to annul all its engagements to foreigners, put forth at a moment when the country was laboring under a temporary inability to pay its debts, was calculated to destroy all confidence in the integrity of our American institutions, and I therefore said to you in my letter—"This must not be. It must be decided whether this Pennsylvania of ours is a virtuous community, or a mere society of plunderers. Nor will the honor of the State be relieved, either at home or abroad, from the stain which a few small politicians wish to fix upon her, until the Convention adopts some solemn declaration that there is no power in this nation capable of violating the sacred engagements of the State authorities. That should be done; and if any efforts of mine may avail, that shall be done, for the honor of this State, for the character of her sister States, and for the stability of our popular institutions."

Accordingly, when the Convention met, one of its most decided acts was the following resolution, passed on the 21st of November, 1837:

**Resolved**, That it is the sense of this Convention, that a charter only granted under an act of Assembly to a bank or other private corporation is, when accepted, a contract with the parties to whom the grant is made. And if such charter be unduly granted or subsequently misused, it may be avoided by the judgment of a court of justice in due course of law and not otherwise, unless in pursuance of a power expressly reserved in the charter.

The obligation of the State Legislatures to fulfil all their engagements made with foreigners, and the anxiety of individuals to pay their foreign debts, being thus established, the next care was to enable both to comply with their contracts at as little sacrifice as possible. It was due to foreigners that every debt should be paid; it was due to ourselves to make the most of our resources in the settlement. Now these resources consisted mainly in the public securities, and the staple productions of the country. The shock of suspension would of course sink both to the lowest point of depression, and it seemed expedient to save them from sacrifice by two measures applicable to each.

There can scarcely be any form of security more safe than the pecuniary engagements of the States. They have a most luxurious soil, valuable products, infinite natural advantages, untiring industry in developing them. They have every thing but money; and for that they are able to pay, and willing to pay, much more than the less productive industry of Europe can afford to pay. Their loans, too, instead of being wasted in wars or extravagance, go to the direct improvement of the borrowing States; so that there can be no better application of the means of any European capitalist than to double his income by American investments. Yet all these require knowledge, local information, the means of exciting confidence; and it was thought most expedient to establish an American agency in London, as the common centre and the general support of all American securities, where, in addition to the appropriate business of the Bank itself all the public and corporate stocks of the States might find shelter and protection.

In like manner the derangement of the currency placed the staples of the South entirely at the mercy of the foreign purchaser, who could have dictated the terms of sale to the prostrated planter. It was thought proper to avert that evil making advances on Southern produce. This had two effects. The first was, to provide remittance to pay its own bonds in England issued to New York merchants in their extreme distress; for, as the Bank could not of course purchase these staples, it made advances upon them in the South, receiving in exchange bills on Europe.—The second effect was, to introduce into the market a new competition, and thus prevent the unconditional submission of the planter to the foreign purchaser. These advances were made not, as in

of the merchants, which the confusion of all private credit would have rendered too hazardous—but on the actual shipment of the produce to an American house in England, willing and able to protect American property from the reckless waste with which it has been too often thrown into the market with an entire disregard of all American interests. The combination of these causes—the application of capital on this side, and the prudent reserve on the other—has saved to the planting interest an amount which it is difficult to estimate below ten or fifteen millions of dollars. I believe, too, that nearly one-half of the commercial debt of this country to Europe has been paid by the mere difference between the actual sales of the securities and the prices they would have realized had they been thrown unprotected into the hands of Europeans. These measures were essentially of a temporary nature; they were measures of emergency, adopted in the midst of a public calamity, and to be discontinued with the necessity which caused them. As soon, therefore, as the capital and industry of the country had time to subside into their accustomed channels, these operations were relinquished, and now they have totally and finally ceased.

III. During these movements, it became important to understand distinctly the course of the Government. In my letter to you of the 6th of April last, I stated my conviction that there could be no safe or permanent resumption of specie payments by the banks until the policy of the Government towards them was changed. This change was soon and happily made. On the 30th of May, the specie circular, requiring payments in coin in the land offices, was repealed by Congress. On the 25th of June, the bill called the sub-Treasury, requiring coin in all payments to the Government, was negatived. In the month of July the Government agreed to receive an anticipated payment of the bonds of the bank to the amount of between four and five millions of dollars in a credit to the Treasurer on the books of the bank, and arrangements were made for the more distant public disbursements in the notes of the bank. These arrangements, as honorable to the Executive officers as they were beneficial to the public service, brought the Government into efficient co-operation for the re-establishment of the currency, and I opened the way to a resumption of specie payments. That resumption accordingly took place through out the Middle States on the 13th of August, and in many of the Southern and Western States as soon after.

V. It remained only to aid some of the Southwestern States for the same object. Their activity in extending their public and private improvements had made them debtors to States, and depreciated their currency by its excess. But they had abundant resources and perfect willingness to pay; and all that was needed seemed to be a longer period to recruit their exhausted means, so as to derive from the approaching crops, by a short anticipation, ability to meet their engagements. The Bank of the United States has used its utmost endeavors for that purpose, by making advances to the amount of many millions to the banks in these States; all of whom will, it is presumed, by the month of January, resume specie payments, and thus complete the circle of resumption throughout the whole Union.

And now upon reviewing the events which followed the suspension, it is a source of great gratification to see that all that it was designed to do has been done. It was proposed to protect the character of the country from the first shock of the suspension to effect the honorable discharge of our foreign debt with the least sacrifice of the property of the debtors—to vindicate the good faith of the State Legislatures—to discourage all premature attempts to resume—but, by a cautious delay for those States which were less prepared, accomplish a universal resumption. All these are done, and the troubles of the country have happily ceased.

Of the future it is difficult to speak: but in that future, the Bank of the United States will no longer occupy its past positions. The Bank of the United States had ceased to be a national institution in 1833, and was preparing to occupy its new place as a State bank, when the troubles of 1837 forced it in some degree back into its old position; and it then devoted all its power to assist in carrying the country unhurt through its recent troubles. Having done this, its extraordinary duties ceased. For the future, it advocates this involuntary power. It has no longer any responsibility to the Union. It has no longer any controversies with the Government of the Union. It now desires only repose, and it will take its rank hereafter, as a simple State institution, devoted exclusively to its own special concerns.

I rejoice, too, that this new position of the bank absolves me from many cares and duties. In the general confusion of public affairs during the last two years, it has been my lot to be more prominent than my own inclination prompted, and often to assume a station which would have better fitted others. But public calamities justify the apparent forwardness they require, as great dangers are best met by defying them. My task is now ended, and I gladly withdraw from these responsibilities, carrying with me the only satisfaction I ever sought in my duty to the country as a good citizen. With great regard, yours, &c.

N. BIDDLE.

To the Hon. JOHN QUINCY ADAMS, Washington.

from North Carolina, and the other from the President of the Fredericksburg and Richmond Railroad.

From the Raleigh Standard.

POST OFFICE DEPARTMENT,  
Dec. 14th, 1833.

Hon. M. T. Hawkins, and  
Hon. Wm. Montgomery, }  
House of Representatives.

Gen'lmen:—I have just received your letter of this date in which you say:—

"We have been informed that the daily mail service from the Roanoke to Raleigh is to be discontinued, and tri-weekly service substituted in its stead, from some point on the Wilmington Railroad, &c."

In reply I have the honor to state, that the information given you is unfounded in part, and wholly misrepresents the intentions of the Department. As stated to one of you some days ago the Department has no thought of depriving Raleigh or Fayetteville of a daily mail.

From Raleigh south to Augusta Geo. the bids for carrying the great mail, after the 1st of January next, were, under both the regular and supplemental advertisements, so exorbitant in the compensation asked, as to forbid their acceptance.—The bid of the Gaston and Raleigh Rail Road Company was deemed not unreasonable, and was accepted; but that company refused to enter into contract, unless the Department contracted also with the Rail Road Companies in Virginia with whom they connected. The bids of those Companies were inadmissible in amount and travelled by conditions to which the Department could not lawfully accede. The Department was compelled by these circumstances to turn its attention to the Wilmington Road for means to transport its great mail, and an arrangement for that purpose was soon effected.

The manner in which the daily mail is to be sent to Raleigh, and Fayetteville is the only matter not adjusted. If, as is now probable, a contract shall be made with the Virginia Roads, it is the purpose of the Department to offer a suitable compensation to the Gaston and Raleigh Rail Road Company, to carry a daily mail, at a price as liberal as the reduced weight and importance of the mail will justify. If they refuse, the Department will send the mail from some other point on the great line; but from what point or by what means of conveyance it cannot decide, until the cost and all collateral circumstances shall be known. It promises the people a daily mail; but does not intend to comply with any extortionate or exorbitant demands of bidders for the service, be they Rail Road Companies or private individuals. Nor does it intend to be frightened into compliance with such demands by any excitement which bidders for the service, or others, may be able to get up, by misrepresenting its views. It believes the permanent interests of the people secured, by resisting such attempts upon its funds, although it may be accompanied by some temporary inconvenience.

You are authorized to make any use of this letter which you may think proper.

Very respectfully your  
Obedient Servant  
AMOS KENDALL.

From the Richmond Compiler.

The following statement will show the nature of the difficulties between the Post Office Department and the Southern Rail Road Companies, in regard to the transportation of the mail, and the condition in which the negotiation now stands.

By the Act of Congress passed July, 1833, every rail road within the limits of the United States is made a post route, and the Post Master General is to "cause the mail to be transported thereon, provided he can have it done on reasonable terms, and paying more than twenty five per centum over & above what a similar transportation would cost in post coaches."

The transportation of the mail by rail road is to be at least twelve miles an hour. From the termination of the Rail Road line in North Carolina to Augusta, the Post Master General endeavored to get the mail carried in post coaches seven miles an hour, but was unable to get proposals to carry it at that speed for a less price than \$275 a mile per annum. If to this were added the 25 per cent. for the difference in speed between the seven and twelve miles, it would make \$343 75 cents. But the proposition of the Southern Rail Road Companies was to carry it for \$300 a mile, being the price for rail road transportation north of Washington city.

The Post Master General objected to taking as a criterion the sum asked for carrying the mail south of the rail roads, seven miles an hour, because he had declined making a contract for that speed, and he objected also to the compensation paid to the Rail Companies north of Washington being taken as a guide. Between Baltimore and Washington it was admitted that the compensation was \$12,000 a year for carrying the mail forty miles; but there, the Post Master General said, were two mails a day to which it was answered that the second mail was a mere local mail between the two cities, like the second mail between Richmond and Petersburg, and not equal in importance to the western mail which it was contemplated to carry from Richmond to the junction with the Louisa Rail Road, without any additional compensation. Between Baltimore and Philadelphia it was admitted that there was no second daily mail, and the compensation \$27,500 a year for a distance of a few miles, more than twenty, but the mail was said to be heavier, to which it was answered that the additional weight made but little difference, and was certainly not near so material as the great difference in regard to hours. There the mail was carried in the day time, at certain fixed hours, agreed upon by the Department and the Company. Here it was to be carried at any hour which might be prescribed

by the Department whether day or night. This was deemed a very material difference—so material, that the Southern Rail Road Companies expressed a perfect willingness to take the mail for the \$237 50 cents offered by the Department, if it were carried by them in the day time.

The criterion of compensation fixed on by the Post Master General was the average cost of transportation on the great mail line west. That average he said was \$190 per mile, to which adding 25 per cent. made the \$237 50 offered by him. The Companies thought it would be fairer to take as a criterion the cost of mail transportation seven miles an hour, in the same section of country with the rail roads, instead of taking as a guide the pay in the western country. But they said further, that if the western lines were resorted to as a guide, they thought that portion of it should be looked to on which the expedition was greatest, and for which the compensation was highest. Between Frederick and Cumberland, a distance of ninety-one miles, the compensation was \$281 per mile, and if to this were added the 25 per cent. for the difference in speed between seven and twelve miles, it would make \$351 a mile per annum, instead of \$300, the sum charged.

Besides the question as to the particular rate of compensation, there were other questions in regard to the connections for the travel. An important line of travel to the South, to wit: That from Charleston by way of Wilmington to Gearysburg near the Roanoke has not hitherto been a mail line. Gearysburg is the point at which the Portsmouth intersects the Petersburg road; to this point there are two competing routes for the travel from Baltimore; one by the Bay steamboats and Portsmouth road, and the other through Washington, Fredericksburg, Richmond and Petersburg. As it was important to the companies that the travel should get from Baltimore by this route about as soon as by the other, and the travel could go no faster than the mail, it was deemed important that the mail should not be detained at the post offices on this route any longer than might be necessary to assort. It was therefore asked that the mail should not be detained in Washington city more than an hour and a half, nor in Fredericksburg or Richmond more than half an hour, nor in Petersburg more than an hour. It was stated however that if the department were to contract with the Wilmington company for a daily mail between Gearysburg and Wilmington, any stipulations in regard to the time of detentions might be dispensed with, for in that case the Wilmington company would have to connect with this line for the mail, and connecting with it for the mail, would of course connect with it for the travel.

While the department objected to making the stipulations which were asked, it has in fact, made a contract with the Wilmington Company for a daily mail from Gearysburg to Wilmington, and thus removed the greatest obstacle in the way of an arrangement. Since that contract the Rail Road Companies have been willing to refer the mere question of compensation for the mail service to arbitrators to say whether the compensation should be \$300 per mile, or \$237 50, or an intermediate sum. But being informed that the department would be not willing to refer the question, and the great inconvenience that the public would sustain if deprived of the mail facilities that the Rail Roads offered, being strongly urged upon them, they have under the influence of this consideration agreed to accept the sum of \$237 50 offered by the department, provided the connections for the travel can be preserved. On this subject, the only difficulty now existing is between Fredericksburg and Washington. In September last, a new stage and steamboat company was formed, which purchased out the property of the former company at valuation. This new company has at very considerable expense put upon the line a fine steamboat and new stages and has contracted for an additional omnibus at Washington, and made other arrangement for having a good line. This expense has been encountered under an expectation of connecting with the rail road for the travel, and there are strong considerations of propriety to induce the company to preserve the connection with them.—In this there would be great awkwardness, if the mail were carried in connection with a different company. It appears, however, that while the contracts between Fredericksburg and the Roanoke are kept open, that between Washington and Fredericksburg has been closed, and given to two individuals who state it to be their purpose to establish a new line. It is hoped that arrangements may yet be made by which the present stage and steamboat company may get the contract for the mail between Fredericksburg and Washington at the price which the department formerly offered them. Should this be done, the companies have stated to the department, that it may consider the offer of \$237 50 cents a mile per annum accepted.

So far as the company is concerned, the amount of mail pay is in any point of view, a very small matter. It is not \$22 for the trip, and but little more than would be received from five passengers. The subject is one of importance, chiefly because of the inconvenience that the public would sustain if the mail was not carried on the rail road.

From the Columbia Telescope.

Mr. JOHNSTON:—By my special request, Dr. Eller, the able professor of Chemistry of the South Carolina College, has furnished the accompanying answer, upon a subject inseparably connected with the interest and prosperity of this State generally, but particularly the agricultural portion. Will you have the goodness, sir, to give it publicity.

Very respectfully,  
JOHN DOUGLASS.

So. CA. COLLEGE, Dec. 19th, 1838.

Dear Sir—

I cheerfully comply with your request that I would communicate a simple method of determining the nature and relative value of marls and calcareous deposits generally, for agricultural and other purposes.

During the present session of the Legislature opportunity has been afforded me of examining many such specimens from very different parts of the State, and I have no hesitation in saying that their value in agriculture renders them of more importance to its welfare, than almost any other mineral treasure which could be discovered. Not a few of them, too, are susceptible of easy conversion into lime of good quality, for agricultural purposes.

There is too little uniformity in the external character of these marls to enable us to detect them. They vary much in color, passing from almost pure white to different shades of grey, yellow and brown—occasionally they consist to a greater or less extent of shells or their fragments connected by foreign matter, but more frequently they exhibit no appearance of organic origin.

The simplest mode of determining the nature of such a substance, is to drop a fragment of it into a small quantity of dilute nitric or muriatic acid, when a rapid effervescence takes place and continues until the mass is either entirely dissolved or the undissolved portion remains as a fine powder. This effervescence is due to the escape of carbonic acid from the carbonate of lime, which is the valuable constituent of the marl, and its amount and violence will serve for a rough estimate of the quantity of that substance present.

But a much closer approach to accuracy is easily attainable, and requires no means which are not like to be found in every planter's house. All that is necessary is a good pair of medicine scales, and a very thin and light six ounce vial. To make the assay, a portion of the marl reduced to fragments about the size of a pea is to be thoroughly dried before the fire and one hundred grains accurately weighed out.

In the next place the vial containing about an ounce of muriatic acid and an equal weight or water, is to be placed in one of the scales and accurately counterpoised. To the counterpoise a weight of 100 grains is added. The vial of acid being now removed from the scale, the fragments of marl are to be added to it at intervals until the whole has been introduced. To prevent small portions of the liquid from being thrown out of the vessel during the effervescence, it should be inclined at an angle of about 45 degrees.—When the effervescence has entirely ceased, the gas above the liquid is to be removed by gently blowing into it two or three times with a bellows, and the bottle and its contents are to be returned to the scales. A loss of weight due to the carbonic acid which has escaped in a gaseous form, will be observed. Its amount is determined by the weight necessary to restore the equilibrium, and from it the quantity of carbonate of lime in the hundred parts is easily calculated by the following rule: Multiply the loss of weight by 100 and divide by 44. The quotient is the answer.

This whole process, which is of very easy performance, and occupies not more than fifteen minutes, will give a result sufficiently true for all practical purposes.

Very respectfully,  
Your obt. servt.  
W. H. FLETT.

of the Union, according to the ratio of the federal population.

**Resolved**, That we do most solemnly protest against the wasteful extravagance of the present Administration, and their profligate expenditure of the public money, which not only creates a demand for heavy taxation in order to meet the exorbitant appropriations of the General Government, but which tends to the corruption of the public morals and the degradation of the national character.

**Resolved**, That the power and patronage of the Executive Department of the Federal Government have increased to an alarming extent, and ought to be diminished.

**Resolved**, That our Senators in Congress will represent the wishes of a majority of the people of this State, by voting to carry out the foregoing Resolutions.

**Resolved**, That the Governor of this State be requested to forward a copy of these Resolutions to each of our Senators in Congress, with a request that they lay them before the Senate of the United States, and one to each of the Governors of the several States of the Union, with a request that they lay them before their respective Legislatures.

The following resolutions were also adopted in the House of Commons, the Raleigh Star says, by a decided majority.

**Resolved**, That each of the United States, being a party to the national compact, possesses an interest in the public land proportioned to the federal population of each, or, in the terms of the compact, according to the usual respective proportions of the general charge and expenditure.

**Resolved**, That those States in whose favor Congress has not made appropriations of education, are entitled to such appropriations as will correspond, in a just proportion, with those heretofore made in behalf of other States.

**Resolved**, That this General Assembly do condemn, in the most decided manner, the bill now before Congress, proposing to graduate the price of the public lands, as an attempt in disguise to cede them to the States in which they lie, at a mere nominal price.

**Resolved**, That our Senators and Representatives in the Congress of the United States be requested to urge the claims of North Carolina to her portion of the public lands, and to vote against the bill now before Congress, proposing to graduate the price of the same.

**South Western Railroad and Railroad Bank.**—The Charleston Mercury gives the following account of what the Legislature did at its recent session for these institutions:

1. An Act to amend the Act providing for the guaranty of the State to a loan of two millions of dollars. This Act provides that this guaranty should be given from time to time, in proportion to the amount paid on the stock of the Company, without waiting until a sufficient amount shall be paid to secure the entire loan of \$2,000,000. By another provision, the contract made in London for the second million, has been confirmed. The greatest facilities will thus be offered to the Company for commanding funds from abroad, in aid of the contributions which may be made at home.

2. An Act to permit the increase of the rates on the Charleston and Hamburg Rail Road, so as to enable the Company to put the Road in complete order. This measure is rendered the more necessary from the great increase in the business of the Road, and the inability of the Company heretofore to transport all the produce (and especially Cotton) which has been offered, at the low rates heretofore limited by the Charter. The contemplated arrangement with the Post Office Department, for carrying the great daily Western Mail on the Road, in conjunction with a daily line of Steamboats from Wilmington, gives peculiar importance to the subject at this time.

3. An Act granting to the Rail Road Company such vacant lots in the Town of Columbia, as may be necessary for the use of the Road, their depots, &c.

4th. An Act providing for a subscription on the part of the State for ten thousand Shares in the Rail Road Bank, being the same number of Shares held by the State in the Road.

5th. An Act granting to the Rail Road Bank the privilege of establishing branches and agencies throughout the State.

6th. A Resolution authorizing the appointment of a Commission on the part of the State, to repair to Kentucky to meet the Legislature of that State, in relation to the measures requiring the co-operation of that State.

RALEIGH AND GASTON RAIL ROAD.

We have been favored with information concerning the progress of this Road, which the public will be pleased to find keeps pace with the general solicitude for its success. It appears that there are 42 miles of the Raleigh and Gaston Rail Road in full operation; ten miles more are completed, with the exception of nailing on the iron plates, which operation can be completed in a few days after the iron is in place; the iron is in Petersburg and is coming out as rapidly as the great press of business on the road will allow.

The graduation of the road is complete to Tar river, a distance of 55 miles from Gaston. The Tar river bridge is well advanced. The two abutments and two piers are completed; the other two piers are nearly so. The superstructure of the bridge, which is of wood, is nearly all framed ready to be raised.

Of the distance between Tar river and Raleigh, all the portions of which the graduation of the roadway is incomplete, taken together, are less than five miles; the tim-