The Richmond Whig.

From the Lynchburg Virginian.

LYNCHBURG AND NEW RIVER RAIL ROAD.

By an advertisement in this morning's paper, it will be seen that books are to be opened in this place on the 1st of November next, for the purpose of receiving subscriptions to stock of the Lynchburg and New River Rail Road. We are highly gratified that we are enabled to present to our readers, at the same moment, the subjoined lucid and stisfactory Letter of Mr. Crozet, the State Engineer, on the subject, which fully demonstrates the feasibility of the scheme, and the certainty that investments in it must result profitably to capitalists.

LYNCHBURG, Sept. 24th, 1831.

To HENRY DAVIS, Esq.
Chirman of the Board of Commissioners of Lynchburg and New River Rail Road.

DEAR SIR:—Before leaving this section of the State, having now completed the exploring operations relative to the rail road from this place to New River, it has occurred to me that the purposed end might be advanced by my putting the Board of Commissioners as early as practicable in possession of the most essential and decisive facts elicited by the survey.

Four routes have been mentioned:

The first, passes along James river, up to Pattonsburg, and thence across the country, to Salem.

The 2d takes its direction through Buford's gap, also towards Salem.

The 3d passes immediately over the ridge between James river and Roanoake, descends along Otter river, and thence follows the Roanoke up to Salem.

The 4th route does not, like the preceding purpose passing by Salem, but continues farther up the James river; &, rising along the Valley of the Catawba, reaches the head of the North fork of Roanoke, from which it passeses across the Alleghany down to New River.

The operations of this season in addition to those of preceding years, have been so directed as to give a sufficient and decisive test of the relative value of these different routes:

The 3d route must overcome the dividing ridge between James river & Otter at the same low point, through which the 2d route will pass, and encounter its principal difficulties. This, together with its increased distance, determines its rejection.

The 4th route, besides the same objection of increased distance, would encounter, at the Allegany and New river, difficulties that will be noticed below, in the description of one of the routes surveyed from Salem to New river. These objections are not compensated by any particular advantage.

The first and second routes are consequently the only two entitled to a competition in this scheme.

After the first survey and examination of the country between Lynchburg and Buford's gap, the broken character of which impressed me strongly with the many difficulties in the way of the location and construction of a useful rail road, I should not have hesitated to have given the preference to the route by Pattonsburg, had I considered only the terms of the resolution under which I acted, which directed me "to ascertain the most eligible route for a rail road from Lynchburg to New river." But, aware that this was not a public undertaking, but one to be conducted by a private company, for whose benefit the survey was intended, and that this company would probably wish for an independent route, which, along the James river, they might find some difficulty in effecting, I concluded, that, in accordance with the probable views of the Company, it would be expedient to search through the country between Lynchburg and Buford's gap. After a most complete examination, I have been successful in tracing out a route, which I deem practicable, though attended with considerable difficulties, and which for a part of the distance, will require great skill in the location, and much expense in the execution.

Still, the route by Pattonsburg deserves, though somewhat longer, the earnest consideration of the company, whose decision, I conceive, may be materially influencec by the system of improvement the State may adopt along the James river, above Lynchburg. For, if it should be a rail road, it would be incumbent upon the company to determine whether to place themselves in competition, or to effect a connexion, with it. A comparative view of the respective merits of the two routes appears to me, therefore, an important element of the question.

The advantages of the route by Pattonsburg are:

1st. Its embracing the commerce of Rockbridge, Botetourt, and the upper part of James river.

2d. Its crossing only one ridge between Salem and Lynchburg, and its favouring the heaviest trade by an uninterrupted descent, for upwards of 60 miles, from the top of that ridge to Lynchburg, 46 miles of which are at an average of very nearly 6½ ft. per mile.

Whereas, between Lynchburg and Buford's gap, several ascents in opposition to the heaviest traffic must be overcome, which will produce an irregularity in the application of power, which, unless the road be graduated at considerable expense, may raise the cost of transportation higher on this, than on the longer route by Pattonsburg.

3dly. The cost of graduation from the ridge, down James river to Lynchburg, would be the same for any power that may be chosen, or any amount of trade that may pass on it.

Whereas, through the uneven country, between Lynchburg and Buford's gap, the character and efficiency of the power, and consequently the cost of transportation, will be materially affected by the graduation, which, itself, must evidently be regulated by the amount of traffic on the road, so that the whole aggregate saved in the transportation may be a fair return for the additional expenditure in the graduation. Thus, a location adapted to the present trade might not suit its future exigencies. No consideration of this kind would embarrass the location along James river.

Against the route by Pattonsburg may be urged, on the part of a private company, its being dependent upon, and perhaps conflicting with, the improvement contemplated by the State, on the James river. And also, its being probably 12 miles longer: although the time of travelling and cost of transportation might even be less than on the short route, if graduated upon an economical scale.

As regards the obstacle interposed by the main ridge on each route, by reference to the last report of the Board of Public Works, page 238, you will observe that the descent from the ridge to James river averages 40 ft. per mile, and towards Salem 21 ft.

But these averages, of course, cannot be obtained at a reasonoble expense, and consequently steeper planes will be necessary, on each side, near the top of the ridge—as appears from the following comparative view:

DESCENT,

From the Ridge in Botetourt towards Pattonsburg.		*From Buford's Gap towards Lynchburg:*	
1st mile	95 ft.	4 miles to the level at Buford's	336 ft.
2d "	60 "	Next 2 miles	46 "
3d "	40 "	After this broken.	
Thence in twelve miles (to a point 41 feet above James River,)	360 "	*Towards Salem.*	
Towards Salem.		In 3 miles	214 "
In 3 miles	211 "	" 3½ " above Glade creek	140 "
" 3½ " down Tinker's creek	91 "	Thence to Salem, undulated.	
Thence undulated to Salem.			

So that the descent from Buford's gap, is greater, particularly towards James river, than from the ridge between Salem and Pattonsburg. As to the distance, it is proper to remark, that, from a late examination of the country, and revision of former notes, it appears, that 3 miles can be saved between Lynchburg and Pattonsburg, and 2½ (about) from the ridge to Salem, reducing, therefore, the distance formerly stated between Lynchburg and Salem by 5½ miles,—that is, to 77½.

I now proceed to give you a more circumstantial description of the route by Buford's gap.

From some convenient point near the mouth of Blackwater creek, the rail road must rise along its valley, and that of Ivy creek, up to a low point of the dividing ridge between the latter and Elk creek. This lowest point is situated between the farms of Mr. Radford and of Mrs. Mosely.

The elevation of this point is 344 ft. above James River at Lynchburg, which may be reduced to 260 ft. by the elevation given at the lower end, as well as some cutting at the top.

The straight distance to it is 9 miles, 28 chains. The location will probably make it 10½ miles. So that the average fall will be about 25½ ft. per mile—but the valley is far from affording so gradual a descent—the declivity near the top being as much as 140 ft. in 2 miles.

The descent on the west side, to a bend where Elk creek approaches very near to Otter river is 210 ft.
Which may be reduced to 128 "
by the cut at top, already mentioned, and assuming a high level at Elk creek.
The straight distance is 6 miles 28 chs.
But will probably be made 6¾ " by the location.

Shewing an average fall of 19 ft. per mile on this side—here also the fall is rapid near the top, being 110 ft. in the 1st mile.

This first section of 17 miles from Lynchburg to the above mentioned bend of Elk creek, is very broken, particularly on the west side of the ridge; Elk creek winding 12 miles in a straight distance of only 6¾. It is remarkable, however, that its general course is very direct, so that it crosses a great many times the straight line, its bends being generally round, narrow, projecting spurs, with deep indentations. The location among these ridges will be very laborious and difficult. To what degree the graduation will be lowered, and whether it will be made uniform or undulating, will depend upon considerations of expediency or economy, which the company alone, after its organization, can determine.

Whether they adopt the most liberal scale of graduation or not, this section will be the most expensive of the line: much embankment, many bridges and culverts, and a great deal of deep cutting will be indispensable, and, considering that the ground rests generally upon a foundation of solid granite, it is probable that many short tunnels, under 50 yards in length, will be found expedient through several of the intervening spurs. The main ridge itself will, very likely, be more advantageously passed in this way than by a deep cut. Not only this may be intrinsically cheeper, but it will also save the necessity of bridging over the wide chasms which deep cuts would otherwise open across the paths of many roads.

From the bend of Elk Creek, above mentioned, to Otter River, the distance is only 270 yards, which by sustaining a high level, will be reduced to 150 yards. This distance must either be cut through—the deepest of the cut at the culminating point being 57 feet,—or else, if as I suppose, the body of the ridge is solid granite, a deep cut at each end, and a tunnel 100 yards long will be preferable, there being a road on the top of the ridge. The bends of Elk and Otter round the ridge amount to 3 miles between these two near points.

The water in Otter river here, is 119 feet above James river at Lynchburg. Thence the rail road must pursue the north-eastern margin of Big Otter river, up to the junction of its two forks, a distance of 6 miles—in which the fall is 59 feet only, the fork being 178 feet above James River. Then, having crossed the North fork at a suitable elevation, the improvement will ascend the valley of the South fork and that of Camp creek, one of its tributaries, to a point 498 feet above James river, shewing a fall between it and the fork, of 320 feet in a distance of 13¾ miles,—which makes the average descent 23¾ feet per mile.

Where the ridge between the waters of Otter and Goose Creek presents itself, its summit is 670 yards from the last named point of Camp Creek, and its elevation 52 feet above the same—a short cut, measuring 30 feet in depth at the most elevated point, and raising the lower end 13 feet above Camp Creek, will reduce the ascent in this cut to the above standard of 23¾ feet per mile.

The next difficulty encountered is the bed of Reed's Creek, 460 feet above James river, and 90 feet below the last ridge, from which it is distant 1 1-5 mile: the cut, 30 feet deep at the ridge, and a short embankment of 35 feet elevation at the deepest point, will reduce the descent to 21 feet per mile.

Next, by slight cuts and some embankments, one of which only will measure 30 feet at its highest point, a rise of only 10 feet in 1¼ mile will be made, reaching to the Cove branch.

Thence to the North fork of Goose Creek, the distance is 1¼ mile, and fall 110 feet, (Goose Creek being 391 feet above James river at Lynchburg.) This may be reduced to 50 feet, which is 40 feet per mile, by crossing the creek upon a bridge or viaduct 60 feet high, with corresponding embankments at each end: this descent will be formed in part by belting the hill, in part by deep cutting. This is the deepest slope against the heaviest trade between Lynchburg and Buford's gap.

From the Goose Creek to Buford's, the distance is 2½ miles: the rise on the rail road will be 68 feet in this distance, an additional elevation of 15 feet being given opposite Buford's.

From Buford's to the top of the gap, the distance is very nearly 4 miles, and the rise 336 feet. This may be reduced to 75 feet per mile, by the elevation given at Buford's, and a cut at top. A great reduction of the slope could not be obtained. Fortunately, this is in favor of the heaviest traffic. The location will be confined to the valley of Goose Creek itself, the fall of which is pretty regular, and direction generally straight. Considering that the returning weight, including wagons, will be only at most one half of the descending trains, the same power will be more than adequate to bring back up this plane, the wagons it had carried towards Lynchburg with full loads, over the intervening undulations.

Buford's gap, at the road, is 840 feet above James River at Lynchburgh. There a lower point near this, but not so eligible, on account of its less favorable direction.

West of the Blue Ridge, the survey took immediately down Glade Creek. A subsequent examination shews that a more favorable graduation can be had in a tributary valley of the same, more to the north, and which heads directly opposite the present road. With the help of a deep cut, the slope may be reduced to 50 feet per mile down to the main valley of Glade Creek, which is next to be pursued down to the Big Lick Road: the fall being 40 feet per mile for 3½ miles.

At the Lick, the rail road must pass back of the hills, which confine the Roanoke. It will keep, mostly, close to the present stage road, as far as Mason's creek. This course will save about 4 miles, and several difficulties along the Roanoke. This distance is undulated, and must be graduated by successive cuts and embankments.

At Mason's Creek the bottoms of the Ronoake will be entered and then pursued to about 5 miles above Salem, where a deep cut and short tunnel are contemplated, to save a considerable bend of the river. The route above Salem having been described in former reports—1829 and 1831,—I cannot do better than to refer you to them—In the latter, you will find the following tabular statement:

	Dist.	Rise.	Fall.	Pr.mile
From Salem to the forks of Roanoke,	11¾	176	——	14.98
Thence to Elliott's Creek,	11¼	221	——	19.64
Thence to the end of Summit Level,	12¾	650	——	51.58
Summit Level,	¾	0	——	0
Thence down Meadow Creek to New River,	11¼	0	309	27.46

The last distance may be shortened probably 2 miles, by leaving Little river at a suitable point, and the average descent also reduced by holding up this lower end.

From the foregoing accounts, you will observe, that no difficulty will be experienced in the application of locomotive power, except close to the two main ridges, the Blue Ridge and the Alleghany. And it is both a remarkable and fortunate circumstance, that, without very extraordinary labor, the graduation can be brought down so low as I have described above, through so broken a country.

That New River must be struck somewhere near the mouth of Little River results, not only from the fact that the extension of the rail-road to Tenessee must pass up the Valley of Reed Creed, or perhaps Cripple Creek, but also from the inferiority of the other routes over the Alleghany.

A survey was made, up the North Fork of Roanoke, & down Strouble's Creek, which shews their valleys to be both crooked and rapid for several miles.

From the top of the Alleghany, towards Roanoake, the fall here is 230 feet in the first mile, 190 in the second, 130 in the third, and 60 in the fourth: towards New River it is 85 feet in the first mile, and 51 in the second. The remaining five miles descend at the rate of 46 feet per mile.

Whereas, at the top of the Alleghany, between Elliott and Meadow Creeks there is only one rapid mile on each side—the 1st mile on the east side descending 113 feet, and the 2d only 40—and on the west side the first falling 85 feet, and the 2d also 40. In addition to which, the route by the North-fork, after having reached New River, must still be carried up to the mouth of Little river, along the cliffy and winding shores of New River, with increased difficulties and distance.

As regards the probable cost of the improvement, through so mountainous a country, among the numerous intervening obstacles, and over ground so diversified, the only certain foundation for a detailed estimate is an actual location. Such an operation would require too much time even to be attempted at present.

And, besides, it must be recollected that the expense of graduation may greatly vary, according to the means, prospects, and views of the company. Where power is to be obtained by depressing hills and raising valleys, both of which swell rapidly the accounts for construction, every circumstance of the scheme must be deliberately considered. The cost of graduation, and that of transportation proceed inversely of each other, so that the saving in the one produces a charge upon the other:—the true adjustment of this point will, of course, be referred to the company, who may choose to increase the cost, in order to gain in the proceeds, or, on the contrary, prefer an economical graduation, and more expensive transportation.

In order, however, to demonstrate the practicability of the scheme, and fix ideas upon the subject, I have described above a medium scale of location, adapted to the agency of locomotive power, which I consider an indispensable condition. It is in regard to this scale that I will now give you an approximate estimate, which will I think, be safe in the aggregate. A great departure from the average grades mentioned, for the sake of economy, might endanger the usefulness of the road.

The following estimate supposes, for the present, only one track to be made, with passing places—except in places where the enlargement of the road hereafter would cause a renewal of the same expenditure; as, for example, in case of an embankment, held up by a wall, along a cliff, &c.; such places should be made of full width now, and may be selected for locating turnouts.

There being an abundance of fine granite between Lynchburg and Buford's gap, this section, at least, should be laid on sills of this material, much of which will come out of the cuts required by the graduation. Beyond the Blue-Ridge limestone is almost exclusively met with; there, rails of wood, capped with iron bars, will be found more expedient; they should rest either upon the solid rock, properly trimmed, or upon stone blocks, and where these cannot be obtained, of a suitable size, wooden sills must be resorted to. I should prefer bars 3 inches wide to the usual size of 2 inches.

Such a road may cost as follows:

From Lynchburg up Ivy Creek, to the top of the ridge,	10½ miles, at	$11,000—	$112,750
Thence to Otter river,	6¾	14,000—	96,250
Thence to Camp Creek,	19¾	9,000—	177,750
Thence to Goose Creek,	4	13,000—	52,000
Thence to Lick road	15	10,000—	150,000
Thence to Salem,	10	12,000—	120,000
Thence to Elliot's C.	23	11,000—	253,000
Thence to New River, the deep cut being probably dispensed with,	22½	10,000—	225,000
Total amounts,	111¾		$1,186,750

In addition to which, admitting a trade of 40,000 tons—32,000 one way and 8,000 the other—the company would have to add for wagons, (the transit being made in one day,) $12,000
For Locomotive Engines, 18,000
For Stations, &c. 10,000

In all, $1,226,750

In this supposition of a trade of 40,000 tons, I must not be understood to imply that this amount would be requisite to justify the undertaking; much less will suffice. The law allows at the rate of 8 cents per ton per mile for produce & merchandize, and, at the lowest, $5 for the whole distance for travellers.

Supposing, which is very reasonable, 10 travellers only per day; that is, five each way, exclusive of the mail, then the returns might be

For travellers,	$18,250
Then 12,000 tons, at $8 90 for the whole distance, would produce	106,800
Total amount,	$125,050

Which is more than 10 per cent. on the investment, according to the above estimate. Shewing not only the safety of the undertaking, but also the great latitude allowable in the cost: for a trade in both directions of only 12,000 tons is more than moderate.

I consider, however, the extension of the rail road to Tennessee a highly desirable component part of this scheme; and it is with real satisfaction that I am enabled to add the information, that our late surveys establish the fact, that the passage from the waters of New River, to those of the Holston can be effected with remarkable facility, much indeed, beyond my expectation. Only one ridge, and that very accessible, must be crossed: its fall on the east side is only 95 feet in the first mile, and then the descent is 100 feet in 6 miles On the west side, the 1st mile descends 78 feet, the succeeding ones 30. Thus, you perceive, this ridge may be passed much easier than the preceding ones, and it will take but little labor to adapt its graduation to locomotives.

The pass here mentioned, is between the head of Read Creek and the Holston at Mount Airy.—There are two other low points south of this; but their elevation was not ascertained, it being sufficient for the present to establish the feasibility of the scheme.

As regards the returns on this extension, which would be a section about as long as the preceding, it must be observed that, if belonging to the same company, while it might cost as much as the first section, only one-half of the tonnage would justify its undertaking, since this tonnage would also produce toll on the other section.—But much more must be expected: for, what adds most to the recommendation of this extension is the fact, not generally known, that it would traverse a most beautiful and fertile country. Instead of deriving its revenue, as I had formerly supposed, chiefly from the trade of Tennessee the improvement would, in fact, be supported on its way thither by the vast resources of this remarkably fine valley, which occupied by an industrious population, abound in mineral productions, besides its obvious agricultural wealth. The treasures of the earth, now inert in that country, require only the encouragement of such an improvement to become active; and not only shake off our dependence upon foreign importation for those articles, but add to the exports a valuable source of revenue. Lime, excellent plaister, coal, salt, iron, lead, burrstone of superior quality, in addition to the various and abundant productions of the soil, invite the improvement, and promise a fair return for the enterprise. The trade of Tennessee, indeed, should be considered a valuable auxiliary, but not (as I had before thought) an indispensable principle.

But you have seen the proceedings of the Abingdon Convention, which set forth these advantages, and are, no doubt, very conversant and familiar with all these things

I remain, very respectfully, your most obedient.

C. CROZET, Principal Engineer.

From the Charleston Courier.

MORE OF MR. M'DUFFIE'S FACTS.

In his Circus speech, Mr. M'DUFFIE attempted to convince his hearers that were the Tariff removed Cotton would rise; and his arguments were, that if the 40 per cent. duties were taken off foreign goods, the planter would say to the importing merchant, "I shall not allow you to make this 40 per cent. additional profit upon your goods—you must give me more for my Cotton, or you will not get it." "And they shall do this (exclaims Mr. M'DUFFIE,) or I will engage to form a company of importing and exporting planters, that shall regulate this business." The Nullifiers, as usual, swallowed this without chewing, and went home thoroughly satisfied that the instant they shall have demolished the Tariff, Cotton will rise at least 35 per cent. and even then give 5 per cent. more profit to the importer upon his goods. That such will be the effect is believed by many honest people even to this day. We are now to have an era of new light—

> "Another morn,
> Risen on mid-noon."

But, gentlemen, why deceive ourselves? *Cui bono?* Could *any thing* raise the price of Cotton from the depth to which it is now sunk, I should rejoice as much as any man; but, I confess, I see no prospect of amendment, except in scarcity. To suppose that even a total nullification of the Tariff would enhance the price of Cotton, requires a more gross infatuation than even a "natural delusion" would justify. Let us "reason together," Gentlemen.

Where, I ask, is the price of Cotton regulated? No one ever before doubted that it was at Liverpool, the great Cotton mart of the world. There Cotton collects from every quarter of the Globe, and thither the British manufacturer resorts for his supply. If that market is glutted, prices fall—if stock is light, prices rise. Many years ago, when Carolina and Georgia possessed nearly a monopoly of the production of Cotton, they fixed their own prices in a measure; but now, with four times the quantity grown in the United States, the Brazils, the East Indies, Egypt, &c. come in as competitors, and our cotton must go with their's u on the general market of the world to bring what it will; and so long as the supply is fully equal to the demand, as is now the case, better prices need not be expected. To deny, then, that Liverpool prices regulate prices here, is to deny common sense and our daily experience. The price here, of course, is the same as in Liverpool, deducting the expenses of transportation and the chance of a small profit.

How, then, is the value of Cotton in Liverpool to be affected by the abrogation of the Tariff? The only supposed case in which the prices can be improved in this event, is by an increased consumption of Cotton Manufactures *in the United States;* for it certainly cannot affect the consumption in any other country. But, are we not all now clothed, and do we not already supply ourselves with all that we can wear of every species of cotton fabric?—Really, I cannot imagine how we are to consume more, unless every soul of us puts on an extra suit throughout; and I doubt, whether even Free Trade patriotism will go to this extent. Some may suppose that increased import of foreign goods would cause an increased demand for our staple abroad; but they should recollect that what is gained by foreign manufacturers is lost by our own, and that if foreign goods should drive domestic manufactures wholly out of the market, it would only be necessary for us to transfer to Liverpool the 300,000 bales now sent to the North. I must confess, therefore, Gentlemen, that I cannot flatter myself with any improvement in the price of Cotton from this cause.

To suppose, then, that cotton will rise in Charleston, without a corresponding rise in the Liverpool market, upon the repeal of the 40 per cent. duty upon foreign goods, is to suppose that, in such an event, the importer is to abandon his present plodding custom, of endeavering to get a fair profit upon his goods, and to commence a system of *haggling* and *bartering* with the planter.

Let us see the operation of this system. Here is the 40 per cent. deduction upon foreign goods, for the benefit of somebody.

"Well," says the merchant to the planter, "Mr. Short Staple, if you will allow me 25 of this 40 per cent. for my profit, I will give you 15 per cent. more than the Liverpool price current, for your cotton, *provided you take it all out in my goods;* that's fair, I'm sure." "Not exactly, Mr. Blue Plains," replies the planter, "for in that case you will get 10 per cent. more of the 40 per cent. than I; and besides, I must have *some cash.*"

"Ah! Mr. Short Staple, if I must pay you cash, I can give you no more than I can get in Liverpool for it; so I cannot allow you that 15 per cent. advance. But, as you are an old customer, I will do this—if you will allow me 20 per cent. advance on my goods, I will give you 20 per cent. advance for your cotton, *provided you take it all out in goods.* That is very fair, certainly, Mr. Short Staple."

"Well, that will do rather better, Mr. Blue Plains; I think we can make a bargain upon that. I'm perfectly satisfied with the price—*but can't you let me have some cash?*"

What a ridiculous farce is this! And yet we are to depend upon such a *jockeying* system as is here exhibited, for raising the price of our cotton, as Mr. M'DUFFIE has promised us. Is it not as apparent as the noon-day sun, that for every cent in advance of the Liverpool market price we may get for our cotton, we are to allow the merchant that cent advance upon his goods, above the fair market value, *and take his goods for entire pay!* Why rack our invention to cheat ourselves with such a trashy abortion as this? So long as there is the least particle of competition remaining among merchants, let this 40 per cent. duty be removed from foreign goods, and the price of such goods falls at once nearly or quite 40 per cent.—no one need doubt that. But the nullifyers, it seems, are not to be satisfied with this. Cotton is to be forced up, to meet this reduction half way; and we are to be tickled with a rise of 20 per cent. upon our cotton, provided we will give 20 per cent. advance upon foreign goods and take them for entire pay. Such *flattering hopes* as these may serve to amuse children; and Mr M'DUFFIE could have meant them only for such.

There is another of Mr. M'DUFFIE's facts, which I merely mention, and leave its value to be estimated by every friend of his country. In the course of the above Circus speech, he attempted to *flatter* the importing merchants, by representing to them, that were the Tariff removed, the estimated sixteen millions of American manufactures would in all probability be driven out of the market, and supplanted by foreign manufactures; and that, from this additional quantity passing through their hands yearly, they would reap a glorious harvest.

How enormously patriotic! Truly NATIONAL sentiments! I would ask Mr M'DUFFIE, or any man of common sense, how many times $16,000,000 in specie we have in the United States, and how long we could bear such an annual drain? (For our specie must pay for these substituted goods.)

Why, man, three years under such a system, would sweep every silver dollar from our country! Our Bank vaults would echo emptiness; and the basis of our currency would be destroyed, bringing in its train the complete prostration of public and private credit. Never was I so thoroughly convinced, by all that I had ever read or heard upon this subject, of the utter ruin such a Free Trade (*on one side*) System as this, would bring upon our Republic, as by this same Circus speech of GEORGE M'DUFFIE.

TRIBUTE OF RESPECT TO JUDGE MARSHALL.

At a meeting of the Bar of Philadelphia, held in the Circuit Court Room, on the 30th of September, 1831,

WILLAM RAWLE Esq. was appointed, Chairman and JOHN SERGENT Secretary.

The following resolution was unanimously adopted:—

Resolved, That a Committee be appointed to wait upon Chief Justice Marshall, and express to him the revence of the Bar for his pre-eminent character, talents and services, and request him to honor them with his company at dinner at such time as may be convenient to him.

The following members were appointed the Committee, to wit:—

William Rawle,	Geo. M. Dallas,
John Sergeant,	Wm. H. Tod,
Horace Binney,	R. Peters,
P. S. Duponceau,	C. J. Ingersoll,
	Josiah Randall.

Resolved, That the Hon. Judge Hopkinson be requested to unite with the committee in carrying into effect the above resolution.

At an adjourned meeting at the same place on the first day of October, 1831,

MR. RAWLE, from the committee appointed yesterday, reported that the committee, together with Judge Hopkinson, who, in compliance with the wishes of the Bar, united himself with them, had waited upon Chief Justice Marshall, and by their Chairman, communicated to him the resolution of the Bar with the following address:

SIR—The Bar of Philadelphia are much gratified by the opportunity which your visit to this city affords us of testifying the high respect and profound veneration for your character felt by us all.

We cannot but consider the whole nation indebted to one who for so long a series of years has illuminated its jurisprudence, and enforced with equal mildness and firmness its constitutional authority; who has never sought to enlarge the judicial power beyond its proper bounds, nor feared to carry it to the full extent that duty required.

In respect to many of us, your exercise of the high office of Chief Justice of the Supreme Court was anterior to the commencement of their professional existence. With some, the recollection of your appointment revives the sense of the satisfaction that it gave; with all, there is a perfect conviction, that the station never was or could be better filled.

It has been noticed with infinite gratitude to the great Dispenser of all earthly bounties, that the hand of time, though it may affect the body, has not diminished those great powers by which the mind of the individual whom we address, has been so long, so eminently distinguished.

As a testimony of the sentiments we entertain, the Bar respectfully solicit the honor of your company to a dinner, on any day you may think proper to name, agreeably to the following resolution this day adopted.

WILLIAM RAWLE,
JOHN SERGEANT,
HORACE BINNEY,
PETER S. DUPONCEAU,
W. H. TOD,
GEO. M. DALLAS,
CHARLES J. INGERSOLL,
RICHARD PETERS,
JOSIAH RANDALL.

To the Honorable JOHN MARSHALL,
Chief Justice of the S. C. U. S.

To which Chief Justice Marshall made the following reply:

It is impossible for me, gentlemen, to do justice to the feelings with which I receive your very flattering address, nor shall I make the attempt; to have performed the official duties assigned to me by my country, in such a manner as to acquire the approbation of so respectable and respected a Bar as that of Philadelphia, affords me the highest gratification of which I am capable, and is more than an ample reward for the labour which those duties impose I dare not hope that my services or ability to continue them, entitle me to the favorable sentiments which your kindness has expressed, but I shall always recollect the expresston of them with a degree of pride and satisfaction which few occurrences of my life have inspired. Might I be permitted to claim for myself as well as for my associates, any portion of the liberal consideration your partial favour bestows, it would be, that we "have never sought to enlarge the judicial power beyond its proper bounds, nor feared to carry it to the full extent that duty required."

My state of health does not permit me to indulge in the pleasures of society, and I know not how long I may continue an invalid.

I must therefore decline your polite invitation to dine with you, and intreat you to believe that in doing so, I submit with infinite reluctance to a privation which I cannot avoid.

With great and respectful esteem,
I am, Gentlemen,
Your obliged and ob't servt.
J. MARSHALL.

Mr. Rawle, from the same Committee, reported the following resolutions, which were unanimously adopted.

Resolved, That the members of the Bar of Philadelphia, will in a body, wait on Chief Justice Marshall, and that he be requested to receive them in the United States Court Room, at such time as may suit his convenience: and that the chairman take the necessary steps to carry this resolution into effect.

Resolved, That the Chairman of this meeting be requested to wait on Chief Justice Marshall and express to him the request of the Bar of Philadelphia, that he will permit his portrait to be taken.

Resolved, That a Committee be appointed to obtain the services of an eminent artist of this city to carry into execution the purpose of the foregoing resolution, should Chief Justice Marshall assent thereunto.

Resolved, That these proceedings be published.

BRIDGETON, (N. J.) Oct. 1.

TORNADO.—On Monday evening last, the most violent storm ever witnessed in this section of the country passed about a mile east of this town. It commenced about nine o'clock in the lower part of Fairfield township, extending in a north-easterly direction. Through Fairfield it did considerable damage, prostrating fences, corn fields and apple orchards. Directly east of this town, it increased in violence, tearing up trees and demolishing buildings, and extending, we understand, as far as Swedesbough, Gloucester county. It attained its greatest violence about one mile to the east of Carlorburgh, literally prostrating every thing with which it came in contact, and rendering the section of the country through which it passed, a scene of desolation scarcely imaginable. The entire loss cannot be ascertained, some have lost their all, while others have suffered to the amount of hundreds of dollars. One family, that of Mr. James Loper, was miraculously preserved on the lower floor of the house, while every part of the building, with the exception of the floor, was entirely swept away; Mrs. Loper, was much bruised by the falling of the timber, but the rest of the family of four or five persons escaped unhurt. Another family were preserved by being fastened in an upper room of a building, most of which was demolished.—Apple trees were torn up by the roots, and carried a considerable distance, and the fences are scattered in every direction, the corn is level with the ground, and the fodder is almost entirely lost.—Four or five houses, and eight or ten other buildings, have been nearly or in whole destroyed, while many others have been unroofed and otherwise injured. A great quantity of standing timber is torn up by the roots, and hurled in every direction. Cordwood is scattered over the ground, and in some instances even the bottom logs of the tiers have been taken away.

Richmond Whig
Thursday Evening, Oct. 6.

☞ Both the Northern Mails due came on to-day. We have transferred to our columns every thing of any interest they furnish.

THE TARIFF IN SOUTH CAROLINA.

Can it be wondered at, that the great mass, the all talkers and no thinkers of the population of that State, should be so run mad upon this subject, when we find such a man as Mr. McDuffie asserting that a tax of forty per cent upon importations is tantamount to a tax of forty bales of cotton in the hundred, on the planter? A proposition so utterly absurd, is not to be attributed to want of understanding in Mr. McDuffie, but to his contempt for the understanding of his hearers: Yet of such stuff is the Anti-tariff Nullification party of that State composed. We have a better opinion of the good sense of our readers, however, they may differ from us, than to believe it possible, they can give Mr McDuffie credit even for honest error of opinion. It is by such gross impositions, that South Carolina is kept up to fever heat. What! is all the cotton of South Carolina *exported?* Does she pay a tax upon her whole *consumption,* because her *imports* may be taxed at forty per cent? Is there no profit upon capital and labor? Does she consume nothing but what is imported? All these several questions must be answered in the affirmative, before Mr. McDuffie's proposition can be maintained with any semblance of truth.

We learn that the Colonization Society has just completed arrangements for sending to Liberia this fall an additional number of two hundred free blacks from the county of Southampton. The Commonwealth ought to send off at least two thousand every year. A drain like that would soon put a stop to insurrections and rumors of insurrections.

We are much obliged to our correspondent at Office Tavern. He will see our opinion in a late paper in relation to another publication on the same subject.

The Maryland Election for Members of Congress, and of the House of Delegates, took place on Monday. Baltimore city and county, as heretofore, gave decided majorities for the Jackson candidates. The State at large is as decidedly Anti-Jackson. We shall give particulars when they come to hand in an authentic shape.

SECOND DAY'S RACE AT TREE HILL.

Yesterday, the Proprietor's Purse $300, two mile heats, was run for, and was won by Thomas Doswell's Bayard, beating three others, viz:

Thomas Doswell's b. g. Bayard, by Carolinian, 5 years old,	3	1	1
J. M. Selden's s. f. Trifle, by Charles, 3 years old,	1	2	4
Wm. R. Johnson's s. m. Annette, by Charles, 4 years old,	2	3	2
Wm. H. Minge's ch. m. I. C. by Archie, four years old,	4	4	3

Time—1st heat 3 m. 53 s.—2d do. 3 m. 57 s.—3d do. 3 m. 54 s.

Annette had run the day before, two mile heats, winning in two heats. She was nevertheless the contending horse two heats out of the three heats yesterday. The race was quite interesting, although the odds were in favor of Bayard against the field from the jump, and the close of the first heat made little change in the opinions of the betters: still it was not thought so certain as to destroy the interest in the race. After the second heat little doubt remained that the race was Bayard's. He won the third heat with apparent ease. The time over the Tree Hill course is considered good.

THIRD DAY.

Jockey Club Purse $1,000, 4 mile heats.

John P. White's s. h. Collier, by Charles, 5 years old,	1	1
Thos. Doswell's b. m. Sally Hornet, by Charles, 5 years old,	3	2
Wm. R. Johnson's b. m. Maria West, by Marion,	5	3
Wm. H. Minge's b. h. May-day, by Archie, 5 years old,	4	4
J. M. Selden's s. h. Sparrowhawk, by Charles, 4 years old,	2	5

Time—1st heat, 8m. 9s.—2d heat, 8m. 1s.

The contest both heats was between Collier and Sally Hornet.

FREE TRADE CONVENTION.—A temporary organization of this body took place on Friday, by the appointment of Col. Burwell Bassett of Virginia as Chairman pro tempore. A good deal of discussion ensued respecting the best method of electing a President. On Saturday morning, Hon. Albert Gallatin of N. Y. nominated Hon. Judge Barbour of Virginia as President, and he was unanimously elected. Condy Raguet, Esq. was chosen Secretary with power to appoint assistants.

The ship Arab, at Philadelphia from Liverpool, has brought dates two days later from that city. The Arab has no advices from London, later than those already received at New York. The Liverpool papers brought by the Arab give a detailed account of the loss of the Roothsay Castle steamboat, with not less than one hundred lives. A storm causing much damage had visited Liverpool. No alterations in the markets. The grain market was steady for wheat. Average for wheat 64 6d, for 6 weeks 64s 10d.

The following is the state of the *Liverpool* Market, on the 20th of August. The averages are one week later than those previously reported.

Cotton has been in moderate demand and 10,020 bags sold; Bowed, Alabama, &c. 4¾d. 6¾d.

The following is the quantity of Cotton imported since our last:—

Barbadoes, 56 bales; Charleston, 4551 bales; Mobile 1972 bales; New Orleans, 4828 bales, New York, 2124 bales; Norfolk, Virginia, 34 bales; Savannah, 2180 bales; Tortola, 48 bales.—Total 15,793 bales.

1200 hhds. of Planation Sugar have been sold; prices 43 per cwt. for Brown; up to 95s for fine

The Grain Market has been steady for Wheat since Tuesday: Oats, have given way 1d per 45 lbs.

The following are the averages of Corn, made up to Saturday last:—

Imperial weekly average of last week.

PER QUARTER.

Wheat 64s 6d, barley 29s 9d, oats 25s 6d, rye 34s 2d. beans 39s 11s, peas 40s 2d.

Aggregate average for six weeks which regulates duty:—64s 10d, 32s 3d, 26s 3d 37s 0d, 40s 0d, 41s 3d.

The following is the duty on foreign corn for the ensuing week.—22s 8d, 13s 10d, 7s 9d, 14s 0d, 9s 6d, 8s 0d.

There is not any foreign news of interest in the evening papers. The retirement of the Dutch troops is taking place in good faith, they will have entirely quitted the Belgian territory by the 20th inst. The French are not so certainly being withdrawn.

Latest from Lisbon.—Captain Waterhouse, of the brig Lucy Ann, arrived at Portland on Tuesday last, reports that in Lisbon, on the 24th or 25th of August, a regiment of the King's troops revolted, killed their officers, and marched from their barracks to the public square, proclaiming the constitution, and disarming the police, and giving their arms to the rabble. As they passed, many of the inhabitants joined them. But as soon as Don Miguel heard of the revolt, he mustered the troops he had at hand, surrounded the revolters and fired into them from every avenue, killing from three to four hundred of the regiment. The survivors then surrendered and were thrown on board the prison ships. Soon afterwards 6 or 7 of the principal inhabitants at St. Ubes, of the liberal party, were arrested and thrown into prison, probably because Don Miguel thought them involved in the conspiracy.

The Secretary of the Treasury gives notice to the proprietors of the four and a half per cent stock of *Five Millions of Dollars,* created in pursuance of an Act of Congress, passed on the 26th day of May, 1824, that the certificates of the said Stock will be paid and extinguished on the 1st day of January next.

Notice is also given to the proprietors of the five per cent stock, created in pursuance of an act of Congress passed on the 15th day of May, 1820, that certificates of the said Stock, amounting in the whole to *Nine Hundred and Ninety-Nine Thousand Nine Hundred and Ninety-Nine Dollars and Thirteen Cents,* will be paid and extinguished on the second day of January next.

THE U. S. REVENUE.—We understand from Washington that the United States Revenue for the present year will exceed the estimates by *eight millions of dollars.* It was estimated at $22,000,000—it will reach nearly $30,000,000.

Cour. & Enq.

Mr. Adams, in his Eulogy on Mr. Monroe, relates that Napoleon intended to send a military colony of twenty thousand veterans to Louisiana, and that they were already assembled at Halvoet-Sluys to embark, when the rupture of the peace of Ameins gave them another destination. He adds this anecdote

"It happened that a member of the Senate of the United States was at New Orleans, when the Commissioner of Napoleon, authorised to receive possession of the province, arrived there, and before the cession to the United States. This commissioner, in conversation with the American Senator, told him that the military colony from France might soon be expected. That there was perhaps, some difference of opinion between the French and Spanish governments as to the boundary, but that when the colony arrived, his orders were quietly to take possession to the Perdido, and leave the diversities of opinion to be afterwards discussed in the cabinet. This anecdote was related on the floor of the Senate of the United States by the member of that body who had been a party to the conversation."

Destruction of the Montmorency Mills by fire.—This establishment, the most extensive of the kind in North America, has been totally destroyed by fire; origin of the fire not ascertained. The value of the property lost cannot be much under £20,000.

Quebec Gazette.

From the Philadelphia Inquirer.

Casualty.—We learn with regret that on Saturday afternoon, as two brothers, sons of William Norton, Esq. of Southwark, were gunning in the Neck, the youngest one, who was about ten years of age, lay down on the ground to wait for a flock of birds, and while the other was about discharging his piece at the game, unfortunately rose upon his feet, and received the contents in his head, which almost instantly deprived him of life.

AUGUSTA, Sept. 28.--*Shocking.*--"It is currently reported (says the Macon Telegraph, of the 24th inst) in some of the upper counties, that Gov. Gilmer's Guard have, without the intervention of Judge or Jury, lately put to death three Indians, by shooting, for digging gold on the Cherokee land." We must hope, for the sake of humanity, the feelings of our people and the character of the State, that this cannot be true; but, when we reflect how much all these have lately and frequently been outraged, in the same quarter, and by the same men, we cannot help fearing the worst.—*Chronicle.*

MAYOR OF BOSTON—The Hon. H. G. Otis made a communication to the City Council of Boston on Thursday last, announcing that he will not be a Candidate for re-election as Mayor, at the approaching election. The motives which have induced this resolution are simply of a personal and domestic nature.

Burning Island.—The brig Billow, at Boston from Alacata, August 1st, reports having passed, on the second night out, the burning island, which rose