

VIRGINIA FREE PRESS.

Devoted to Political, Foreign and Domestic Intelligence, Literature, Science, Agriculture, The Mechanics, Arts, Industrial Improvement, and General Miscellany.

FREE PRESS.

TWO DOLLARS AND FIFTY CENTS
PER NUMBER.

A mail road is in contemplation, to connect the cities of New Orleans and Nashville. It will be two hundred miles in length. The distance between the two places, by steamboat, is about along the winding of the Ohio River, the Ohio, and the Mississippi, is between twelve and thirteen hundred miles. How grand an improvement will that which will unite closely two cities now so widely separated! A long voyage of more than a thousand miles will be superceded by a short stage-line of less than two days' duration.

The railroad seems to be well along with vi-

ges. A Company has been formed under the

name of "New Orleans and Nashville Rail-

Road Association," and they have appointed,

as their Chief Engineer, Mr. Rooney, late of

the Louisville and Lexington Rail-road.

He is a man of great energy, and of ex-

treme care, of which we expect to be in duty

by the 1st instant.

When this vast improvement shall be com-

pleted, the inhabitants of this land may expect

to see a stupendous chain of railroads,

which will cut the shade off in the new theme of

our boasted. At that time a mail road will, in all

probability, have been commenced and finished

East of Nashville, to connect that city with our

own Valley. The locomotive engine will have

been improved, so as to make the Cumberland

Mountain without much necessity for grading.

The importance which divides the Northern Route

of our road, not content to stop at Washington,

will have extended itself along the entire length

of the Valley, and will end at New Orleans.

An unbroken line of railway communication

will then reach from New Orleans to Baltimore,

via Nashville, Abingdon, Stanton,

Winchester, and Harper's Ferry. In this fancy,

it is not, after a moment's thought?

The Baltimore and Ohio and Rail Road will

extend the magnificence chain still further North,

to York, Pa.; and thence it will be continued,

by way of Columbus, to Philadelphia.

There is, in short, the era of rail roads. It is

now decided to distribute the proceeds by a bill

of Congress, which will cost a more expensive

sum than a well defined locomotive engine.

About every thing being intelligent of course

of the kind. The last preparation we

have made is to connect Louisville with the W-

ash and Jefferson, by means of a railway over

the back of Indiana, commencing at Jefferson

village.

—

MR. ADAMS'S Oration.

The Oration on Lafayette was delivered in

the Hall of Representatives at Washington, on

the 31st ult. The orator, a member of the Bal-

lance House, gave the eloquent address of

which we are publishing the session;

WASHINGTON, DEC. 31, 1831.

"All the world" have been out to-day to hear the oration upon Lafayette by J. Q. Adams, — and the production was well worthy of drawing forth such a choice congregation. The Hall of the House of Representatives was full — galleries and the floor, — of gentlemen and ladies, — and all with whom I have conversed, express great satisfaction with the delivery of the oration.

Mr. Adams took the Speaker's Chair,

at about twenty minutes before one o'clock,

the Speaker bowing graciously as he resigned it to the venerable orator.

The President of the Senate and the Speaker of the House occupied

the seats belonging to the clerks, imme-

diately below the speaker's Chair.

The President of the United States, the Secretary of State, Treasury, War and Navy Departments, the Post Master General, and Attorney General, sat on the first row of seats, on the floor of the House, and facing the accom-
plished orator. Behind them you might have seen the politicians of the land, the great men of the nation, Clay, Webster, and Calhoun and Preston, and farther back, the members of the House, with parties of ladies seated promiscuously, all over the Hall and gracing it with their smiles and presence. The galleries were crowded with anxious and attentive spectators. All was order and decorum. Not a word was heard from any except the orator, nothing save an involuntary and irrepressible burst of approbation, which immediately followed some of his most eloquent passages. The spectacle was most imposing. Nothing of the kind that I have ever before witnessed affected me so forcibly.

WHIG IN WASHINGTON.

Hill, who for a moment had suspended, under the influence of which, it may be hoped, a pure and elevated principle, feeling pervaded the whole assembly. Who, indeed, could listen unmoved to the eloquent sheets of the accomplished Orlator, pouring forth the gushings of a grateful heart in memory of the benefactor of his country, and of mankind? Who, that here, in mind the station which the Orlator had filled, and the presence of illustrious men in which this mask of respect was paid to the memory of Lafayette, but felt the impulsion of the occasion, rejoiced in it, and responded, from the inward recesses of his heart, to the strains uttered by the Orlator in memory of the deceased, as well as to the pious aspirations of the Orlator for the future welfare and prosperity of his beloved country? None, none, we hope not one.

EXHIBIT IN NEW JERSEY.

A development has recently been made in one of the counties of New Jersey, bordering on the Atlantic ocean, which has brought to light a series of criminal practices of the deadliest kind. It has long been believed in various parts of that State that the county of Monmouth had within its borders a set of desperate men, who lived by depredating on the coasting commerce which passed by it. The New York Advertiser asserts that one of their practices was to destroy vessels adrift, — to light, and appropriate the poor summer houses thus thrown open to their rapacity. The editor adds the belief that the crews of many a vessel thus brought ashore to be sacked, have been thrown overboard, on the principle that "dead men tell no tales." The robbery, however, within a few weeks, of two vessels on the Raritan shore, of nine, or ten thousand dollars worth of goods, was committed under circumstances too glaring to be overlooked. The publick macaroni, with their faces blacked, and their persons otherwise disguised, drove off the passengers, placed as guards over the vessel, and stole nearly the whole of both cargoes. Information of these facts having reached the Marshal of New Jersey, and by him communicated to the police of New York, the Collector of that port placed under his direction the Revenue-schiff Albert, Capt. Gill, and the insurance company employed Mr. Huntington, of the police, and Captain Henry Schenck, a wreck master of New Jersey, with his vessel, to aid in the detection of the murther, and the recovery of the property. The parties, it appears, had in some way received information of the movement of the vessel, and had therefore disposed of most of the property, but a small portion of it was nevertheless recovered. In consequence of this information, many of the persons implicated had left their dwellings, and probably the neighborhood. The Marshal succeeded, however, in arresting some of them, — three of them, — and the property was recovered. The judicial macaroni, with their faces blacked, and their persons otherwise disguised, drove off the passengers, placed as guards over the vessel, and stole nearly the whole of both cargoes. Information of these facts having reached the Marshal of New Jersey, and by him communicated to the police of New York, the Collector of that port placed under his direction the Revenue-schiff Albert, Capt. Gill, and the insurance company employed Mr. Huntington, of the police, and Captain Henry Schenck, a wreck master of New Jersey, with his vessel, to aid in the detection of the murther, and the recovery of the property. The parties, it appears, had in some way received information of the movement of the vessel, and had therefore disposed of most of the property, but a small portion of it was nevertheless recovered. In consequence of this information, many of the persons implicated had left their dwellings, and probably the neighborhood. The Marshal succeeded, however, in arresting some of them, — three of them, — and the property was recovered.

On motion of Mr. Stewart, Resolved, That the Committee of Ways and Means be instructed to inquire into the expediency of making a further appropriation for the completion of the repairs and the erection of half-guns on the Cumberland Hill, east of the town.

On motion of Mr. Whittier, Resolved, That the Committee on Roads and Canals be instructed to inquire into the expediency of making an appropriation for clearing out the obstructions in the Wabash river, in the State of Ohio, from the navigation of slack water navigation at Zanesville to its junction with the Ohio river.

RAILROADS. — Resolved, That the Committee of Ways and Means be instructed to inquire into the expediency of making an appropriation to erect a bridge over the Ohio River at Marietta, to connect the Cumberland Road, on each side of the river.

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RAILROADS. — Resolved, That the Chairman of the Joint Committee appointed to make the necessary arrangements to carry into effect the resolution of the last session of Congress, in relation to the death of General Lafayette, be requested to communicate to Mr. Adams the aforesaid resolution, receive his answer thereto, and present the same to both Houses of Congress.

RAILROADS. — Resolved, That the Secretary of the Treasury be directed to communicate to this House whether, in his opinion, it is practicable or convenient for this Department to collect, safe-keep, and dispose of the public money of the United States, without the agency of a Bank, or Banks; and if so, to report to this House the best mode, in his opinion, by which that object can be accomplished.

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THE FREE PRESS.

CHARLESTOWN.

TUESDAY, JANUARY 6, 1835.

CL We perceive, by a notice in the Richmond papers, that the 4th volume of *Lyon's Envoy* is published, price \$4. Gentlemen of the Bar, who wish to be supplied, can make their orders at this office, and the Editor, during his absence in Richmond, will procure the work for them. He will also attend to orders for any of the Richmond publications.

A special term of the Superior Court, it will be seen, is to be held at Winchester this month—the precise time of the opinion of the Judge.

Our mails, which had been daily for several months, have been curtailed since the first of January. We cannot tell what the arrangement is to be. All we know is, that for the week past there has been no regularity in the arrival. On Saturday morning we had one from Harper's Ferry. Up to Tuesday evening there had been no more; on that evening, however, we received the mail by private conveyance. As soon as some regularity shall be established, we shall inform our readers, so that it may be known whether we are to have an arrival three times twice, or only once a week.

The cross-mail has been re-established between Leesburg and Shepherdstown, through this place.

We have been visited by some extremely severe weather. On Monday morning the Thermometer in this place stood at 18 degrees below Zero, which is about or below the freezing point of common heat to above it. It is doubtful whether so low a degree of temperature was ever before experienced in this part of the world.

Great suffering must have been endured by those under the necessity of travelling, and those who may have been stung with regard to food.

The Rev. Mr. Parker, Pastor of the First Presbyterian Church in New Orleans, has become the subject of a very high excitement in that city. Our office was nearly dried up of calories, that every thing of a fluid or damp nature was readily digested. If we poured water on the form, in less than two minutes it was converted into a mass of ice; and our paper, that had been worked off on one side, was converted into the appearance of a huge block of timber. (Our readers who are not acquainted with the mysteries of the "Art preservative of Arts," must understand that, previous to printing, we cause the paper to undergo a plentiful submersion in water, and this accounts for its being frozen.)

The holidays are over. The convivialities of the season have gone by, and again the young and the old are yielding themselves to the exertions of industry and enterprise. The great Storraine has ended; and inclemency drives, invigorated by the relaxation of a week, and by the enjoyment of cheerful occupations, removes with cheerfulness the office of solitude for another year.

The delights of the season were greatly enhanced by an abundant supply of snow, which soon elicited the ingenuity of the whole, strutting, romping, sliding, jumping, store-boys, and all things that could be drawn upon the smooth surface, were brought out to give life to our town. Teams, four-horse teams, and numerous other circumstances, gave dignity to the scenes of hilarity. On one day, notwithstanding the severity of the weather, a fox-sleigh that took place at the western end of town. After Repard was deprived of vitality, he was dragged through our streets, much in the same manner as Hector was conveyed around Ilium; afterwards the yelping Myrmidons were let loose, and ran howling along the trail, to the small gratification of our citizens, looking from their doored windows.

The correspondence between the high functionaries at Washington and at Paris has been transmitted by the President to the House of Representatives, in compliance with a call from that body. It is represented to be a voluminous mass, and the Intelligence has, for the present, published only those letters which serve to show the position of the two governments when the late Message was sent to Congress. We give the extracts on our first page. In the last letter, the President has exhibited a parsimony totally unbecoming his exalted station. We say, the President, because Mr. Forsyth is of course nothing else than him.

We have received the documents referred to in the foregoing paragraph, and another concerning the "Proceedings and Discussions in the French Chamber of Deputies" respecting the Treaty of 1831. For these favors, we are indebted to the kindness of our Representative, Col. E. Lucas, and of the Hon. R. H. Wilde, of Georgia.

Those who may desire to see these documents, can do so by calling at this office.

SAMUEL BARNES, Esq., has become the proprietor of the Baltimore Chronicle. He had for some time been the Editor of that paper; and in an address to his readers, he announces his intention to devote himself to his "entire attention" to its management.

Mr. Barnes is a practical printer, and as an Editor, he has had an experience of more than twenty years, and is well qualified to give great credit in the General Assembly of Maryland.

The Rev. Albert Barnes, of Philadelphia, has produced a volume entitled "Notes explanatory and practical on the Epistles to the Romans," designed for the Bible classes and Sunday school."

Twenty-seven miles of the Richmond and Fredericksburg Railway have been put under contract. We learn that it has been taken at prices generally under the estimates—averaging about \$300 per mile for excavation and embankments. The distance from Richmond to Fredericksburg will be but 58 miles, shortening the route about ten miles. This is no unusual occurrence. It is seldom that Rail Roads can be made over ground so favorable, and materials are said to be abundant. It seems to be anticipated with certainty that the state will take two-fifths of the stock, amounting to \$200,000.

A Circular has been issued, proposing a Convention, to be held in Brownsville on the 21st instant, to devise measures for improving the navigation of the Monongahela River. If such an improvement could be effected in this stream as to render it navigable at all seasons of the year, it would yield important advantages to the internal trade of the country. The portage by wagon, from Baltimore, to the Ohio, would then be reduced to 72 miles. The route from Baltimore to the Ohio would be the following stages: to Harper's Ferry, by rail road; thence to Cumberland, by canal; which we hope to see before long extended to that point; thence by wagon, over an excellent McAdams road, to Brownsville, which would become the stopping place, thus cutting off 56 miles of land carriage now necessary in reaching Wheeling, and from Brownsville, by steamboat, ad infinitum.

An Engineer has been appointed to examine the Conococheague, with the view of making a branch canal down that stream, from Chambersburg to Williamsport. The Engineer received Mr. Braden and Fleming Nixon, asking for an act of incorporation, authorizing the construction of a Bridge across the Shenandoah River at Harper's Ferry.

The contested election between John Wade and Samuel Hale, of Franklin, was decided, by confirming Mr. Wade in his seat.

Mr. Braden presented a petition of Noble S. Braden and Fleming Nixon, asking for an act of incorporation, authorizing the construction of a Bridge across the Shenandoah River at Harper's Ferry.

After the despatch of other business, not worth detailing, the House adjourned until Saturday.

On Saturday, there was barely a quorum of the members present, and no business was transacted, except that of a local and unimportant character.

On Monday, there were but 71 members present, the inclemency of the weather having prevented many from returning from their Christian visits.

Statements were presented showing the condition of the Bank of the Valley and its branches, for the purpose of a bill to be introduced into the Legislature.

Many bills and resolutions of a local character were despatched.

On Tuesday, after the despatch of minor business, a minute debate took place on the subject of the James River and Kanawha improvement. A bill was passed, extending the time of opening the books of subscription to said company. When the bill, authorizing the Company of Richmond to make an additional subscription, of \$700,000, (having previously subscribed \$400,000,) was taken up, Mr. John St. John presented two memorials of citizens of Richmond protesting against the act. It seems that by a vote of the citizens, a majority is in favor of authorizing the Corporation to subscribe, but the minority consider it not authorized by their charter, and therefore strenuously resist the measure.

The debate was carried on the subject, between Messrs. Johnson and Cabell for the bill, and Messrs. Colston, Marshall, Janney, and Barton, against it. It was finally agreed that the minority (the memorandumists) should be allowed to appear by counsel, or a committee of their own body, at the bar of the house, on Monday next.

It is understood that John Wickham and James Lyons, Esq., will appear for the petitioners.

On Thursday, a message was received from the Senate, stating the passage of sundry bills; among them, one concerning the special term of the Superior Court for Frederick County, authorizing it to be held at any period in the month of January which the judge may appoint.

Mr. Colston presented the memorial of a committee of the Baltimore Convention, asking further legislative aid to the Chesapeake and Ohio Canal.

Nothing of general importance was transacted.

On Friday, the only prominent subject was the bill authorizing a subscription to the Richmond and Fredericksburg Rail Road.

Mr. Johnson of Richmond City gave a full explanation of its objects and anticipated benefits, and the bill was ordered to be engrossed for a third reading.

The Senate re-assembled on Monday, but no quoins appeared until Wednesday. That body is now industriously engaged in dispatching the business matured by the house during the Senate's recess.

Possession given on the 1st of April next. Terms moderate, and payments easy.

AND. KENNEDY.

JAN. 1, 1835.—3.

Charlestown and Jefferson County Savings Institution.

JANUARY 1st, 1835.

The President and Directors of this Institution have this day declared a dividend of 4 per cent. for the six months ending 31st December, 1834. Depositors can receive their dividends by calling at the office of the Institution.

RICHARD WILLIAMS, Treasurer.

DAYS OF DISCOUNT every Tuesday at 10 o'clock, P. M. Notes intended for discount, must be left with the Treasurer on or before 12 o'clock, A. M. on said days.

By order of the Board.

CHARLES W. WILLIAMS, Treasurer.

JAN. 1, 1835.—3.

CHARLESTOWN PROPERTY IN MARKET.

STEADING to market in the country next door, for sale for the property on which I have resided for several years past, in the town of Charlestown.

The LOT contains one acre, enclosed by a high and substantial palisade fence. THE HOUSE is of brick, about 45 by 40 feet, well-built, and neatly finished, containing 10 good apartments. The out buildings are various and complete. The garden is handsomely laid out, and abounds in the choicest fruits—the whole affording the most desirable and genteel accommodation for a private family.

There also is a cistern in the back yard.

Possession given on the 1st of April next.

TERMS moderate, and payments easy.

AND. KENNEDY.

JAN. 1, 1835.—3.

J. M. S. BROWN & CO.

RESPECTFULLY inform the public that they have purchased the assortment of splendid

JEWELLERY & FANCY GOODS,

next door to the Globe Tavern in Shepherdstown, to which they are making fresh additions, and intend keeping a full and complete assortment of all articles in their line, such as the most

Fashionable and splendid JEWELLERY,

Clock and Silver Ware, by the set or piece,

English Cutlery Ware, by the set or piece,

Pen, Pocket and Dair Knives,

Bacon, Razor Strops—Fancy Soap,

Perfumes of every variety,

And every other kind of fancy article that can be called for.

They have in their employ first-rate workmen, manufacturing Silver Ware, Plate, &c.

DISCOUNTS.—In demand at \$546.

FLOUR.—The general wagon price is \$15.00, although single loads have been known to bring \$12.00 per

fraction more.

CITY MILLS FLOUR.—Sales of several parcels for export have been made within a day or two at \$15.75, on 4 months without interest;

or \$16.00, on time with interest added and one parcel at \$16.00.

ALEXANDRIA, JAN. 3.

FOUR.—We continue to quote the wheat

price at \$4.374, receipts light and demands limited. We hear of no sales from stores since those reported at \$4.42.

THE MARKETS.

BALTIMORE, JAN. 2.

CATTLE.—Continue in demand at \$546.

WHEAT.—I have sold at \$55.25.

FLOUR.—The general wagon price is \$15.00, although single

loads have been known to bring \$12.00 per

fraction more.

CITY MILLS FLOUR.—Sales of several parcels

for export have been made within a day or two at \$15.75, on 4 months without interest;

or \$16.00, on time with interest added and one parcel at \$16.00.

ALEXANDRIA, JAN. 3.

FOUR.—We continue to quote the wheat

price at \$4.374, receipts light and demands

limited. We hear of no sales from stores since those reported at \$4.42.

NOTICE.

The Rev. S. T. T. T. will preach at Harper's Ferry, on Sunday next, at 11 o'clock, A. M.

LOCAL MEMORANDA.

Sale of real estate at Buckner Hill, by Samuel Stone, Trustee, on Monday next.

J. T. DAUGHERTY, Special Commissioner.

Public Subscriptions for the payment of a Debt of Trust, for the benefit of the subscribers, in the sum of \$10,000, to be paid on the 1st of January, 1835.

The Rev. Mr. Coates, Esq., of Frederick, nominated by a Committee of Delegates.

Col. Edward L. Fay, of Jefferson, is likewise a candidate for Congress.

NOTICE.

The Rev. S. T. T. will preach at Harper's Ferry, on Sunday next, at 11 o'clock, A. M.

FRIGGIANA LEGISLATURE.

From our Correspondent.

MARSHALL, JAN. 3, 1835.

On Wednesday (6th ult.) committees were appointed to examine the hospital hospitals at Staunton and Williamson. The committee to examine that at Williamson consists of Messrs. Garfield of Amherst, Bowditch, and Grindall; that at Staunton, of Messrs. Moore, Woodfall, and McClellan.

Meers, Parker, Witcher, Sherrard, Johnson of Richmond, Summers, Dorman, Nash, Wilson of Hot Springs, Payne, Berry, Waggoner, and Drummond, were appointed a committee to inquire into the apparent difference between the message of the Governor and the report of the Auditor, in relation to the payment of the public revenue.

The contested election between John Wade and Samuel Hale, of Franklin, was decided, by confirming Mr. Wade in his seat.

Mr. Braden presented a petition of Noble S. Braden and Fleming Nixon, asking for an act of incorporation, authorizing the construction of a bridge across the Shenandoah River at Harper's Ferry.

The contested election between John Wade and Samuel Hale, of Franklin, was decided, by confirming Mr. Wade in his seat.

On Saturday morning, the 23rd ult., Mr. John Hawes, of this county, aged about 60 years.

On Sunday morning, the 24th ult., Mr. John Hawes, of this county, aged about 60 years.

On Monday morning, the 25th ult., Mr. John Hawes, of this county, aged about 60 years.

On Tuesday morning, the 26th ult., Mr. John Hawes, of this county, aged about 60 years.

On Wednesday morning, the 27th ult., Mr. John Hawes, of this county, aged about 60 years.

On Thursday morning, the 28th ult., Mr. John Hawes, of this county, aged about 60 years.

On Friday morning, the 29th ult., Mr. John Hawes, of this county, aged about 60 years.

On Saturday morning, the 30th ult., Mr. John Hawes, of this county, aged about 60 years.

On Sunday morning, the 31st ult., Mr. John Hawes, of this county, aged about 60 years.

On Monday morning, the 1st ult., Mr. John Hawes, of this county, aged about

