

# MINERS' & FARMERS' JOURNAL.

PRINTED AND PUBLISHED EVERY WEDNESDAY, BY NOBLE & HOLTON...CHARLOTTE, MECKLENBURG COUNTY, NORTH-CAROLINA.

I WILL TEACH YOU TO Pierce the bowels of the earth and bring out from the caverns of the mountains, metals which will give strength to our hands and subject all nature to our use and pleasure.—DR. JOHNSON.

VOL. I.

WEDNESDAY, AUGUST 3, 1831.

NO. 45.

## THE MINERS' & FARMERS' JOURNAL

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ADVERTISEMENTS will be inserted at Fifty cents per square (not exceeding 20 lines,) for the first insertion, and 25 cents for each succeeding week—or \$1 for three weeks, for one square.—A liberal discount will be made to those who advertise by the year. On all advertisements communicated for publication, the number of insertions must be noted on the margin of the manuscript, or they will be continued until forbid, and charged accordingly.

All communications to the Editors must come free of postage, or they may not be attended to.

**JUST RECEIVED,**  
AT THE NEW-YORK CASH STORE, a new assortment of

**Fashionable Dry Goods;**

ALSO A SUPPLY OF

**GROCERIES,**

VIZ:

Sugar, Coffee, Molasses, Rice, N. E. Rum, Peach and Apple Brandy, &c. &c.

Charlotte, July 18, 1831. 345

**WILLKINGS & Co.**

Commission Merchants & Forwarding Agents,

FAYETTEVILLE, N. C.

OFFER their services in every branch of their Business. They have large and convenient Ware-Houses, and are well prepared to receive Cotton and other Produce, which will be forwarded or sold, as may be directed.

Goods and Merchandise received and forwarded with promptness to orders. They have on hand a good supply of GROCERIES, &c.

8550

**Fresh Arrivals.**

W. M. HUNTER & CO. have just received, in addition to their former stock,

**A supply of Fresh ORANGES,**

London Porter, Philadelphia Beer and Northern CIDER;

Champaign, } WINES.  
Tennessee, }  
Muscatel, }

First quality SPANISH SEGARS.

Scotch HERRINGS and CRACKERS.

ALSO—A supply of new and splendid Chinese FIRE WORKS.

Charlotte, July 13, 1831. 40

**NOTICE.**—Having associated myself in the Mercantile business with H. B. Williams, it becomes necessary to have all accounts due me closed either by cash or note. W. SMITH.

Charlotte, June 27, 40

**A BATHING-HOUSE.**

HAS recently been erected at Mr. Cohen's Establishment, and is now open to the patronage of the citizens of Charlotte, which is respectfully solicited. Warm and cold baths can be furnished at any time that may be desired.

Charlotte, July 19th, 1831. 345

**TO GOLD-MINERS.**

**Stone Cutting.**

THE Subscriber would respectfully inform Gold-Miners, Owners of MILLS, and the public generally, that he carries on the STONE CUTTING Business in all its various branches, at his residence, 7 miles south of Salisbury. His stones shall be made of the best grit in the State, agreeably to directions, on the shortest notice, and in a style of workmanship surpassed by none.

The subscriber also has now on hand, a few Arrastras beds, made of good grit and in a superior style of workmanship, which he will sell on accommodating terms.

June 25, 1831. 445

**MY HOUSE.** (the Post-office)

on the Cross street, a few yards north-west of the Court-House, in Lexington, N. C. is again opened for the reception of Travellers & Boarders. The stables are extensive, roomy and dry; grain and provender of the best, plentiful, and served by good hostlers. The house has many comfortable rooms, serves a good table and refreshments, and the proprietor and his family will omit nothing in their power to make it most quiet and agreeable.

B. D. ROUNSAVILLE.

**Administrator's Sale.**

On Tuesday of August Court, at the Court-House in Charlotte, I will expose to public sale, a first rate Horse and Sulkey, the property of Marshal T. Folk, dec'd.

On the evening of the same day, will be sold the Library of the deceased, consisting of a valuable collection of Law and Miscellaneous BOOKS. Those members of the legal profession, who wish to furnish themselves with a collection of standard works would do well to avail themselves of this opportunity.

Terms made known at the time of sale.

FRANKLIN L. SMITH, Adm'r.

Charlotte, July 5, 1831. 415

**NOTICE.**—All those who are not members of the Charlotte Lafayette Artillery Company, but have Muskets belonging to the same, are required to deliver them to the commanding officer of said Company, by the first Saturday in August next, or suit will be instituted for the recovery of them.

JOS. P. PRITCHARD, Capt.

July, 1831. 4145

**Constitution of No. Carolina,**

**AND OF THE UNITED STATES.**

FOR Sale at this Office, a few copies of a Pamphlet containing the Constitution of the United States, the Constitution of North-Carolina, and the Declaration of Independence. Price, 25 cents.

**SHERIFFS' DEEDS.**

FOR Lands sold for Taxes; for Lands sold under a Writ of Fieri Facias; and for Lands sold under a Writ of Vendition Exponas—for sale at this Office.

## Internal Improvement.

FOR THE MINERS' AND FARMERS' JOURNAL.

Messrs. Noble & Holton: I have read with pleasure the communication by "Ben Franklin," in your Journal of 13th inst. on a rail-road in this State. It has afforded a cooling zest in prospective to my agricultural pursuits, under the torrid sun of July, expecting in 5 years to have my flour delivered in our own ports, for exportation to the West India market, for 20 cents cost per barrel.

If we view the present state of the world, or take a retrospect of ages past, we will find one rule universally applicable to all the nations of this earth. We find at the present day every nation happy, wealthy, influential, enlightened and independent, in proportion as they have improved their internal resources, and applied their own energies to their own necessities. If we look back into futurity, and trace the rise and fall of empires in by-gone days, the same rule applies: a few nations, to be sure, have risen to lustre by military prowess, and shone with splendor by rapine and conquest, but venality and luxury soon produced that effeminacy and debauchery which clouded their rapid decline into misery and perfect obscurity. Where is now the Republics of Greece! Where is Rome! once the proud mistress of the world—shrouded in ignorance and sunk to insignificance, they exhibit in bold relief a memento of the perfection of this rule of national greatness. Human nature is the same in all ages; the same causes under similar circumstances will invariably produce the same effects. To benefit by the experience of others, to avoid their faults and improve their excellencies, is the highest perfection of human wisdom.

A rail-road from the best and safest seaport on our coast to the base of the mountains, together with an extension into Tennessee, is certainly our true policy, and the only means we can adopt, for cheap and speedy transportation: the direction of our ridges and water courses, especially in the western part of the State, preclude the practicability of canals to our coast, and the falls even to the south are so precipitous as to render canalizing very expensive and even impracticable.

As to rail-roads here, we have no practical experience; and in no section of the world, so far as I can learn, has rail-roads based on timber been tested as to durability. The rail-road in South-Carolina from Charleston, so far as it is laid down, is on this plan—the iron rails are laid on the inner and upper edge of the large pieces of timber, extending in the same direction of the rail. This plan I think hazardous, for the following reasons: 1st. The sap and moisture cannot evaporate from the centre of a large piece of timber, it therefore undergoes a putrefactive fermentation, and of course destroys the texture of the timber in the centre or heart, constituting what is called the dry rot; hence we find that a piece of timber exposed to the vicissitudes of the weather, 6 by 12, will last longer and be more solid than one 12 by 12. 2d. There is no piece of timber 40 feet long of equal texture or durability at butt and top; the top is softer and less durable, and subject to nearly double the shrinkage in seasoning; the danger is, that the rails will through time become loose by percussion and depression, and splay off so as to become unsteady. 3d. The rails and bolts or clamps by which the rails are fastened to the timbers, by oxidising, must destroy a portion of the timber, as well as diminish their own substance, which in time, will permit the rail to vacillate so as to be unfit for transportation; but should time and experiment prove these objections to be altogether chimerical, why not, when the rail is thus supported on every point, substitute cast metal rails, for they would be at least one-half cheaper and equally durable. 4th. Forming the piers or abutments of timber, in crossing hollows so as to procure the proper elevation for the rail to rest on, is certainly a very objectionable foundation; the shrinkage, from settling in the notches, and seasoning, would appear sufficient objections, independent of necessary decay. Presuming then, that a timber foundation for a rail way is ineligible, the difficulty presents, where rock cannot be procured, as in the lower section of this State, a brick foundation as the alternative. So far as I can discover, from a careful investigation, in no instance has a brick foundation been experimented on; but it may be no less practicable; that it would be solid and permanent as to durability, there can be no question; the only doubt is as to the adhesion of the pillars and their ability to bear up safely under the pressure. That large brick, well made from clay of a proper kind, and laid in good mortar, will bear any degree of pressure without crushing, has been sufficiently tested. That a pillar of brick properly laid in hydraulic lime or Roman cement, would possess sufficient adhesiveness, even below the surface of the earth, to withstand the pressure and tremor of the rail under any weight and any velocity, I have no doubt. The only difficulty will then be

properly to secure the rails on the pillars: perhaps a perpendicular bolt passing thro' the pillar, and some of the brick moulded with a hole of suitable size through their middle, together with a depression moulded in the top of the brick exactly to embrace the rail, would sufficiently secure it; but of this I am not a competent judge—experiment on a small scale would test the plan; or cap each pillar with a dressed rock, on which the rail would rest. In crossing deep hollows and passing watercourses, it would be necessary to turn large arches for vents below, and solid bases for the rails above. Or, if there were any doubts as to the solidity and durability of brick, the best plan after the surveys were made and the route finally designated, would be to commence the work at the rocky region of the State and complete the road eastwardly, so as to have a rock foundation in the most approved way, and thus enjoy all the facilities of the road itself in its own construction, and also progress westwardly according to circumstances.

If it would not be considered almost presumption, for one who was never at any point of our coast, or in the lower section of this State, to designate a route for a rail-road through the centre of this State, keeping free from intersecting water-courses and affording important facilities of communication to other sections of the State, I would attempt to lay down the route, as such a proposition may be the means of eliciting the views and observations of others on this all important subject. The general coast of this State being indented in form of elliptic spheres, and Ocracoke being near the centre of one of these indentations, it is presumed that its locality will be more favorable to the prevention of an accumulation of sand thrown there by strong and counter currents than at the projecting points, viz: Cape Hatteras, Lookout and Cape Fear, where it is supposed that an accumulation of sand will always exist. (Information on this point is requested.) Concordant with these views, and I presume they are correct, I would propose for the ship communication to enter from Raleigh's Bay through Ocracoke Inlet into Pamlico Sound, thence up Neuse river to Newbern, and there commence the rail-road at or near the junction of Trent river, thence to Coleman's, in Lenoir county, about 35 miles; thence the dividing line between Duplin and Wayne counties, passing with the junction of Sampson and Johnston counties to Aversborough, in Cumberland, on the north side of Cape Fear river, about 60 miles—communicating here by steam boat or rail-road with Fayetteville, and by rail-road with Raleigh, thence from Aversborough crossing the Cape Fear river to Carthage, in Moore county, about 40 miles, from thence through the south-west corner of Randolph and the south east corner of Davidson, crossing the Yadkin river to Salisbury, about 75 miles; thence to Statesville, 28 miles; thence the best location for the road through the south end of Wilkes or the north end of Burke, to or near the Yellow mountain, about 60 miles, then crossing the main ridge of mountains 20 miles, then through the State of Tennessee, by passing along the dividing ridge between the waters of Holstein and French Broad to Knoxville, 110 miles, where steam boat navigation is now established, communicating with Alabama State, and down the Tennessee into Mississippi—making in North-Carolina to the ridge 300 miles, and 20 miles crossing the ridge, and from thence 110 miles to Knoxville: said road to be constructed for transportation by steam cars alone, which is said to lessen the expenses 1 to 3.

I would just suggest a plan of Legislative procedure as to this rail-road, somewhat variant from that proposed in the publication alluded to. Suppose our present legislature incorporate a company—'North-Carolina and Tennessee Rail-Road Company'—under a liberal charter for 99 years, and pledge the funds of the State to the amount of \$500,000 in shares; that they then address the General Legislature for a liberal aid on the terms they have contributed to the Chesapeake and Ohio canal company, and other objects of Internal Improvement. Let them also address the Legislature of Tennessee for their co-operation to extend said road into or through Tennessee—conditioned that if after a full survey and estimate of expense made by the most experienced U. States' Engineers, said road be considered practicable and within the funds of said company, the charter to be held valid and the company declared organized. This would at least test the fact, whether we would receive the necessary assistance from the General Government, without which all our efforts will be unavailing; and on what ground can we doubt the willingness of our government? On what principles will she withhold her aid? Have we not an absolute and inherent right at least to an equitable divide of the proceeds of the Louisiana lands? Are we not co-partners in the purchase, and did not our money as members of that firm go to procure the security and transfer of the fee simple?—Congress may spend weeks as they have

done in speculating on abstract principles pertaining to this purchase; they may search for their delegated power, expressed or implied; they may analyse and extend our Federal constitution with all its simosities and paraphernalia: It is all fine spun declamation and splendid sophistry; it is searching for the shade of a shadow where no substance ever had existence. It is not now ever was contemplated to be on that record; we may search the musty records from Puffendorf Grocius and Vattel down to Chancellor Kent, and at last we will find the purchase of Louisiana, honestly, fairly and justly founded on the imperative and omnipotent mere common sense law of self security, of self-defence, of self-preservation, and that as a joint stock interest, the pecuniary profits to go to the members of the firm, and that without the sanction and beyond the pale or control of the Constitution, except that when the said lands are settled and partitioned off into States the Constitution is imperative that then and in that case "the U. S. shall guarantee to every State in this Union a Republican form of government." Why not, then, claim our contributive share of this our perfect, and inherent right? It is true, the Representatives from this State, and the one from our district, has declared in his circular—1827, "That had he no constitutional scruples, he should be unfavorable to the system of roads and canals, as being *impediment*." Yet, could they accord with the view we have taken of this subject we hope and believe their determination would be different, and we hold that this view of the subject is tenable and correct on every principle of constitutional and national jurisprudence. If this was not a mere business transaction for our own security, profit and preservation, perfectly uncontrolled, what right under Heaven could our Congress possess to barter away and transfer a portion of these very lands with the resident inhabitants to a foreign government? And I hope and trust the day has or soon will arrive when WE, the people of North-Carolina, will feel our own interest, and know our own rights, so as to support our just claims at least to an equivalent for our interest in these public lands, purchased from a foreign power with our money, millions of which have already been given by Congress to other States for purposes of internal improvement, and who are now reaping the rich reward of these donations, while here we are just as nature found us—a rich soil, a healthy climate, as delightful a country as ever was on earth, mines, minerals, water power in profusion, and every kind of agricultural products, yet our every effort completely paralysed, thro' the want of facilities for transportation to market. Not to claim, receive and profit by our just, fair and equitable right on this subject, is actually to turn traitor to our own rights and interests—it is politically and practically a *filio de se*, and ought to be disapproved as such, by at least every farmer of North-Carolina—the bone and sinew of the State—to which class I am proud to belong. A MECKLENBURG FARMER. July 20, 1831.

FROM THE CHARLESTON COURIER.

**NEW SONG TO THE OLD TUNE.**

"O gin my wife would drink—Husky & Fairly."

With Internal Improvement, and Tariff and trick, Our whole body politic is very sick;

And State quacks propose, with vociferation, A new fangled nostrum, called Nullification.

O Bothereation, Mystification, Hey for Nullies and Nullification.

We Nullies declare that this mystical pill, If duly administered, cures every ill;

But the people believe, to our mortification, The patient would die under Nullification.

O Bothereation, Mystification, Hey for Nullies and Nullification.

But the body, tho' sick, is still sound at the core, And Jackson, the doctor, its health will restore;

He'll throw off the ills that might cause dissolution, And bring back the land to a sound Constitution.

And Tariff, and Union, and State reformation, Will assuredly nullify Nullification. Q.

**Legal Anecdote.**—At the commencement of the Circuit Court in a neighboring county, a newly made sheriff was requested to make a proclamation, that is, to announce the opening of court; upon which, he popped his head through a window and roared out in a stentorian voice—"Make a proclamation! make a proclamation! make a proclamation!" Now you've done it, said a person near him; when he continued—"Now you've done it! now you've done it! now you've done it!" Drawing in his head, his ears were stunned with deafening peals of laughter, and he sat down with his "blushing honors thick upon him," wholly unconscious of being the means of exciting to such an inordinate degree, the risibles of the "most potent, grave and reverend senior," who sat upon the bench, and the surrounding multitude.—Tuscaloosa Intel.

We find at the fig end of the toasts of almost every celebration, one to "the fair." Some half a dozen now before us, speak of "courage to support them," &c. Now, would it not be more appropriate to say "industry to support them." U. S. Gazette.

A habit of lying in small things leads on to a habit of lying in great; and then a man is wholly detestable.

**Appropriate Extract.**—"While the Union lasts, we have high exciting, gratifying prospects spread out for us and our children. Beyond that I seek not to penetrate the veil. God grant, that in my day, at least, that curtain may not rise. God grant, that on my vision never may be opened what lies behind. When my eyes shall be turned to behold, for the last time, the sun in heaven, may I not see him shining on the broken and dishonoured fragments of a once glorious union; on states dissevered, discordant, belligerent; on a land rent with civil feuds, or drenched, it may be, in fraternal blood—Let their last feeble and lingering glance, rather behold the gorgeous ensign of the republic, now known and honored throughout the earth, still full high advanced, its arms and trophies streaming in their original lustre, not a stripe erased or polluted, nor a single star obscured—bearing for its motto, no such miserable interrogatory as *What is all this Worth?* Nor those of delusion and folly, *Liberty first and Union afterwards*, but every where spread all over in characters of living light—blazing on all its ample folds, as they float over the sea and over the land, and in every wind under the whole heavens that other sentiment, dear to every true American heart! *Liberty and Union, now and forever, one and inseparable.*"

Mr. Webster's Reply to Mr. Hayne.

**Legibility in Writing.**—The Editor of the Petersburg Intelligencer, mentions his having been compelled recently to throw aside three Communications intended for his paper, because they were written so badly, that he could not get at their contents. We believe that it is pretty generally the case, that those who write carelessly on other occasions, are doubly negligent when they write for the Press, alleging forsooth, that all pains are thrown away upon a paper which is to be used but for a short period. Bad writers cannot write well, without more than usual deliberation and delay, and this is the great cause of their continuing to scrawl. We wish it were possible to convince them that it is as easy to form characters correctly, as incorrectly, and that the most distinct and legible hand is written by some persons, with as much facility as they themselves display.

We have often been amused in comparing the appearance of communications received in manuscript with the same in print. A miserable scrawl, never to be deciphered but by the study of the context, filled with interlineations and blots, and the nice adjustment of points and capitals totally neglected, is metamorphosed by that magical machine, the Press, into the perfection of beauty, regularity and accuracy. It is like the form of an edifice, rising at the incantation of a magician, from a chaotic heap of spars and brick-bats.—*Rail Register.*

**Extraordinary Occurrence.**—Mr. Joshua Hempstead, a respectable citizen of New London, Connecticut, an acquaintance of ours, has been so blind for 10 years past, as scarcely to discern the difference between day and night. Being of an industrious habit, it was his practice to be led into the field to assist in hoeing his corn and potatoes. A few weeks since, while at work, he placed, as usual, his staff in the centre of a hill of corn, as a guide; when stooping with a quick motion, the top of the staff struck his eyebrow a violent blow, and glanced over the eye, producing a severe pain. Immediately an intense light broke in upon the organ of sight, of every color of the bow, "a new heaven and an earth," were presented to his view, and he immediately hastened home alone, bearing the joyful tidings to his astonished and happy family. His eye has not been inflamed, and he continues able to read a large type, and to distinguish objects at the distance of a mile, with a vision nearly equal to perfect sight.—*New London Gaz.*

**Clear Matter of Fact.**—Mother Hopkins told me, that she had heard Green's wife say, that John Harries' wife told her, that granny Hopkins heard the widow Bashman say, that Capt. Weed's wife thought Col. Hopkin's wife believed, that old Miss Lamb reckoned, that Samuel Dunham's wife had told Spaulding's wife that she heard John Frink's wife say, that her mother told her, that Miss Jenks heard granny Cook say that it was a matter of fact.

Lines sent with a couple of ducks to a patient, by a physician.

"I've despatch'd, my dear madam, this scrap of a letter,

To say that Miss Sarah is very much better;

A regular doctor no longer she lacks.

And therefore I've sent her a couple of quacks.

**The World.**—The world is like a vast sea—mankind like a vessel sailing on its tempestuous bosom. Our prudence serves us for sails—the sciences for oars. Good and bad fortune are the favorable or contrary winds, and Judgment the rudder. Without this last the vessel is tossed by every billow, and will find shipwreck in every breeze.