

The North Carolina Whig.

A. C. WILLIAMSON, (EDITOR.)

"Be true to God, to your Country, and to your Duty."

I. J. HULLON, (PUBLISHER.)

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Original Poetry.



The Little Home.

I wish I had a little home,
In Carolina's mountains;
How sweetly there I love to roam,
And drink from crystal fountains.
There low ring bellows I love to view,
Whence gentle rains are falling;
There I see the old mill-race,
And hear the water's rattle.
There open there I love to stray,
Beneath the moonlight's glow;
There I see the old mill-race,
And hear the water's rattle.
There I see the old mill-race,
And hear the water's rattle.
There I see the old mill-race,
And hear the water's rattle.

Miscellaneous.

ADVANTAGES AND DISADVANTAGES OF AUTHORSHIP.

During the last spring, being advised by my physician to travel for my health, I took the morning car at Philadelphia for Pittsburgh, and arrived in the latter city, in due time, and without anything of consequence occurring upon the route. From thence I engaged passage on a first class steamboat for Cincinnati; and stepping aboard the vessel, the last bell was rung, and the boat proceeded on her way.

After the bustle of departure was over, I had time to look around upon my fellow passengers, when my eye happened to fall upon a middle aged gentleman of respectable appearance, habited in a suit of mourning, apparently regarding me anxiously. Feeling the awkwardness of my position, as he seemed a total stranger to myself, I took my seat on the other side of the boat, hoping by this movement to escape further observation, when, on looking towards him again, I perceived that he was now approaching me.

"On coming up to me he bowed politely, and said, 'Have I the pleasure of addressing Mr. W. of Philadelphia—the author of a volume of poems?'"

"Upon my answering him in the affirmative, he took my hand, and shaking it cordially, introduced himself to me as the Reverend Henry W., of Cincinnati."

"I am a stranger to you," he said, "but you are not so to me; for, if you will take a seat beside me, (for I had risen and was now standing) I will inform you how I became acquainted with your face, and have thus been enabled to recognize you."

"You must know," he said, "when we were seated, that some few months since I was in your city, with my wife and child, on a visit to some of her relatives, when my little daughter Mary was taken suddenly ill of a malignant fever, and died in a few short days. She was a lovely and a sprightly child of about five years of age. You, as a parent, my dear sir, may know how much we loved her. It seemed as though our very hearts would break. What we were still weeping above the remains of our little one, a kind friend came into the room and, placing your hand in mine, pointed to a little poem therein, entitled 'The Vacant Chair,' remarking to me, 'I think, my dear W., you may be enabled to draw some consolation from these lines.' At his request I read them aloud in my dear wife, on coming to the verse that reads, 'He repeated the verse to me so deeply had it been graven on his memory.'"

"Many guests, kind and good,
Lest to them their little bed,
Beneath their Maker's night and day,
Though he took their little bed,
Beneath their Maker's night and day,
Though he took their little bed,
Beneath their Maker's night and day,
Though he took their little bed,

and from that moment my heart was relieved of at least a portion of its burden. A few days after, you were pointed out to me on the street by my friend, as the author of the poem, and I requested him to introduce me to you, but from the rapidity with which you were walking at the time, and the crowded state of the thoroughfare, this was rendered impossible." Here he prepared to present me to his wife, who sat a little distance from us, no doubt wondering at the earnestness with which her husband was conversing with a seeming stranger. Nothing could exceed the kindness with which I was treated by them both, on the passage, and, on learning that I was an invalid in pursuit of health, they gave me a pressing invitation to spend some time at their own home in Cincinnati.

"Small I say that this little incident was not gratifying to my feelings? If I had never written another poem than the one alluded to above, I should be as fully repaid for its composition, in the fact that it at least, had been the means of affording some little consolation to the hearts of an amiable, intelligent, and grief-stricken pair."

"This is one of the advantages of being an author; would that there were an inverse to the picture; but truth compels me to say there is!"

"A part of our conversation had been overheard by an elderly lady who sat near us at the time, a regular Mrs. Partridge, as I afterwards learned to my sorrow. This much of it, it appeared, was indelibly stamped upon her memory. That I was the author of a book of poems, and that my name was Poe, a very natural mistake to be sure, inasmuch as my name so closely resembles that of Mr. P."

"Next morning, she, with many curtesies and compliments introduced herself to me as Mrs. M., and, at once, without further ceremony, entered into a long conversation about authors, books, etc., and at last broke out into these words:

"But of all the poems I ever read, Mr. Poe, your 'Raven,' did give me the most such a charming air of mysticism about it, and—"

"Here she was going on still further, when I interrupted her to explain that my name was not Poe, but Coe, and that I could not lay claim to the honor of composing that wonderful poem."

"Ah! I understand," she replied, "that is always the way with you poets. Whenever you are pressed for any great composition, you modestly disclaim the authorship of it. But it won't do, Mr. Poe," she added, "but come, let me introduce you to my friends, Mr. and Mrs. L., they will be delighted, I know, to make the acquaintance of so distinguished a writer."

"She fairly pulled me towards her companions; when, concluding it was best to make a virtue of necessity, I suffered myself to be presented to them as Mr. Poe, the poet—What else could I have done, my dear reader? I was ever in such a predicament!"

"After conversing a short time with them, I arose, went upon deck, and remained there for the balance of the morning. In the afternoon, I had the unspeakable satisfaction of seeing them take their departure from the boat, at one of numerous landings on the river, and heard the old lady exclaim, 'The captain is like to bid him 'good-by' to-day, and I shall not see him again.' I suppose, that I look precious good care in keeping out of the way, and that I breathed freer after she was gone. I have no doubt that the good old lady firmly believes, to this day, that she enjoys the acquaintance of the veritable author of 'The Raven,' or that, if she has by this time been informed of his decease—which is not unlikely—she may be lamenting over an early death!"

"This is one of the disadvantages of being an author. I might multiply instances in my experience of the advantages and disadvantages of authorship—but, for the present, will let these suffice, with the promise, however, to pursue the vein at some future period, should this little sketch of my travels prove of interest to the reader."

LUCKY IN GETTING A WIFE.

Our little act of politeness will sometimes pave the way to fortune and preferment.—The following sketch, which we copy from the Boston Olive Branch, illustrated this fact:

A sailor, roughly clothed, was sauntering through the streets of New Orleans, then in a rather damp condition, from recent rain and the rise of the tide. Turning the corner of a much frequented and narrow alley, he observed a young lady sauntering in perplexity, apparently measuring the depth of the muddy water between her and the opposite sidewalk, with no very satisfied countenance.

The sailor passed, for he was a great admirer of beauty, and certainly the fair face that peeped out from under the little chip hat, and the absurd curls hanging glossy and unconfined over her forehead, might tempt a curious or admiring glance. Perplexed, the lady put forth one little foot, when the gallant sailor, with characteristic impulsiveness, exclaimed, "that pretty foot, lady, should not be soiled with the filth of this hour; wait for a moment only, and I will make you a poet."

"So springing past her in a carpenter's shop opposite, he bagged for a plank board that stood in the door way, and coming back to the smiling girl, who was just quivering with enough to accept the services of the black stream, and she tripped across with a merry 'thank you,' and a regretful smile, making her eyes as dazzling as they could be. Alas! our young sailor was perfectly clams. What else could make him catch up and shoulder the plank, and follow the little wretch through the streets to her home, who was performing the ceremony of washing the plank? and each time thinking him with one of her eloquent smiles. Presently her hero saw the young lady trip up the marble steps of a palace of a house, and disappear within its rosewood entrance; for a full minute he stood by king at the door, and then with a wonderful big sigh turned away, disposed of his plank, and wended his path back to the ship.

The next day he was astonished with an

order of promotion from the captain. Poor Jack was speechless with amazement, he had not dreamed of being exalted to the dignity of a second mate's place on board of the most splendid ship that sailed out of the port of New Orleans.

On his return from sea he purchased books and had become quite a student; but he expected years to intervene before his ambition would be realized. His superior officers seemed to look upon him with considerable leniency, and gave him many a fair opportunity to gather maritime knowledge; and in a year, the handsome, gentlemanly young mate had acquired unusual facility in the eyes of the portly commander, Captain Hume, who had first taken the smart little black-eyed fellow with his neat toupain and tidy breeches, as his cabin-boy."

One night the young mate with all the other officers, was invited to an entertainment at the captain's house. He went, and to his astonishment, mounted the identical steps that two years before, the brightest vision he had ever forgotten. Thump, thump, went the brave heart, as he was ushered into the great parlor; and like a sledge hammer it beat again, when Captain Hume brought forward his blue-eyed daughter, and with a pleasant smile, said, "the young lady once indebted to your politeness for a safe and dry walk home." "If eyes were all a blaze, and his brown cheeks flashed hotly, as the noble captain scouted away, leaving fair Grace Hume at his side. And in all that assembly there was not so handsome a couple as the gallant sailor and the "pretty lady."

"It was only a year from that time that the second mate took the quarter deck, second only in command, and part owner with the captain, not only in his vessel, but in the affections of his daughter, gentle Grace Hume, who had always cherished respect to say nothing of love, for the bright-eyed sailor."

His homely, but earnest net of politeness towards his child, had pleased the captain, and though the youth knew it not, was the cause of his first promotion. So that now the old man had retired from business, Henry Wells is Capt. Wells, and Grace Hume is, according to polite parlance, "Mrs. Captain Wells." In fact our honest sailor is one of the richest men in the Crescent city, and he owes, perhaps, the greater part of his prosperity to his tact, and politeness in crossing the street."

Political.

The following appeal to Southern Whigs comes from a true lover of the South, is gracefully written, and pervaded by a sincere and patriotic spirit. We surrender to it, in the best sense, in our editorial columns.—Richmond Republican.

AN APPEAL.

"A word spoken in season," has been commended by the wisest of men; and hence it is pertinent to the present crisis of the Whig party to admonish every Whig, and especially those of the South, to earnest and persevering action—omnia meo vere sapienter.

When the name of "Union" is predicated to them, they feel it is an abstraction, no distinction of language, no false interpretation of truth. They regard it as the ark which Heaven has built under Heaven, to save liberty and learning and truth. They believe it an obligation conferred upon the race—extending a mighty influence upon human progress, has any empire or sector of state that has ever been the favor of Heaven: to the end of the moral universe, which is to enlighten all nations, and the future Canaan of the Christian's hope.

Consequently, that series of engagements known as the "Compromise," they consider not only the best blessing of the Union, but its very preservation.

We was action expatriated with mutual injury of section, burning for each other's humiliation and ruin, impressing curses from Heaven, and threatening to renounce its bonds.

We saw the Conservative power in Congress come like the safety lamp to manners, and cool the flame which was threatening its configuration; the colossal intellects of the country laying the energies of their great spirits upon the altar of patriotism, and marching up like men, in defence of liberty, the Union, and the Constitution.

And, above all, we saw Melard Fillmore and his Administration coming with a check to mark our dwellings, and not with weapons to force their passage. He came by the act of Providence, bringing an interlop act and an unflinching adhesion to principle and duty, and the perfect abandon in action of every selfish and political aspiration. He came, seeing nothing but his country, and loving the Constitution because it is wholly honest—and gave the flashing stroke, the legalizing act, which made the Compromise Measure law; and which by his solemn oath of office he swore to execute, and has faithfully, fearlessly and zealously performed.

He now, to be deserted by the South! He, who has demonstrated that men having different perceptions of the same truth, may stand and maintain the band of brotherhood. He, who has proven that patriotism does not imply that narrow exclusiveness of section or locality which alienates by geographical division; to be overlooked, disregarded, by any Southern Whig who calls himself a man, is a problem which, when solved, will furnish evidence of degeneracy and debasement alike derogatory to principle, to intellect, and to morals!

It was the achievement of a man's mind "dare to despise insignificance!" and as we look into the causes which have influenced the present condition of our political prospects, we learn at least to set less value upon what is unimportant.

We can never consent to yield up Mr. Fillmore, and that is due to his supporters at the North, to play the satellite to that ambitious aspirant, that specious demagogue, that political trickster of the North, William H. Seward—who has declared to his adherents, and to such as deem themselves as his pupils, that no Whig can be elected who voted for the Compromise acts.

for the Presidential nomination, is freed from the unparadiseable sin, and will suit the gusto of his Abolition friends.

Now or never, we must be united. Can you forsake the men who have stood with you in an hour when peril and disaster and storm were impending over us?

Let us be wise in the beginning. Let us cast in our lot for the man who has been tried, and has not been found wanting. Let us cling to the ship with Fillmore as our pilot, and pledge our minds and hearts to perpetuate for the next four years the glory and success of his Administration.

A SOUTHERN WHIG.

The Danger to the Union.

Scarcely a political subject occurs in this country in which the whole of the South is not made to shake with the danger of slavery. The interests of the white race, except as far as they are connected with that topic, seem to divide into two classes: one, which is the interest of the white race, and the other, which is the interest of the colored race. The seven million of whites do not occupy one-seventh of the public attention which the three millions of blacks command. The negro element in American politics is a mainstay in an otherwise smooth sea, but it draws with resistless attraction every floating object to itself, from the straws which drift with the tide, to the noble ship which battles proudly with the tempest. It is the one dark cloud upon an otherwise clear sky; but already it casts gloomy shadows across the whole horizon, and threatens, ere long, to obscure the stars of our constellation beneath its sordid pall, and descend in lightning and hurricane upon the fabric of our free institutions.

Would we estimate the real danger which menaces the country from this subject, we must look, not to the arena of political strife, in which politicians are struggling for power and spoils, but to the people themselves. We must fix our gaze, not upon the Constitution, and the Law, but upon Public Opinion, which, in this country, is the law of the land, no matter what is written upon the statute book. The "higher law" which abolitionists seek to establish over the Constitution is not Conscience; it is not the Bible; it is not God—but it is Public Opinion. This is the only deity whom they acknowledge. They worship it with slavish homage, and would willingly offer their country and its best blood upon the altar of their idol.

Would we estimate the danger to the Union from the subject of Slavery, we must therefore look to the Public Opinion of the People. Let the written law be ever so stringent and wholesome, unless sustained by public sentiment, it is a dead letter. Statutes against duelling, or matter how severe, where declining to be approved by the opinion of the people. So with slavery enactments.

"Let me write the songs of a people—I care not whose words they are, so long as something like it, might appropriately be uttered by the enemies of slavery. The newspapers, novels and light literature of the North, which speak in natural and familiar language the genuine and every day thoughts and feelings of the people, give the real law in regard to slavery. We refer, not to political journals, but to the neutral and so-called literary press, which is encouraged by all parties. And it is a significant fact, that few literary journals in New England, save in the large cities; few in Western New York, in Ohio, or Pennsylvania, do not deal in bitter flings at Slavery, and do not contain, in their choicest literary parlors, the most deadly asps of hatred and slander. Connecticut, New Jersey, and Eastern New York, and the commercial prisms of Pennsylvania, exhibit in their independent press, and in their actual conduct a string of cautionary character. But beyond these limits, and among the manufacturing population of New England, and the agriculturists of the West, there is an opposition to slavery, as settled and unmovable as their own rocks and hills. Ambitious politicians find their opposition, for their own selfish purposes, an active and aggressive principle; clerical fanatics stimulate it with the fires of false religion; erring and hypocritical philanthropists keep alive the flame with unflinching zeal. Church after church, unable to resist the prevailing frenzy, parts the cords that unite it to the South. A few, and but a few, remain uncompromising, unyielding, upright—but rather like stern and courageous martyrs surrounded by the flames, than successful warriors upon the field of battle.

In the mean time, a torrent of immigration, broad, deep, and swelling, pours in from the old world. It comes from countries in which slavery is unknown; it flows to the free States, not the slave States of the Union. The mass of emigrants settle upon our Western lands. They are surrounded by the Abolition malaria which pervades the whole atmosphere. They hear and read the misrepresentations with which their public journals daily abound on the subject of slavery. They are made to believe that all slaveholders are tyrants, that slaves are the victims of perpetual oppression, misery and pain, and that their masters, not satisfied with their dominion over the black race, wish to hector and bully the people of the free States into support of Slave institutions. Thus, as the stream of Northern power accumulates, it is poured at the fountain, whilst the South, receiving no accession of foreign population, and making little or no effort to relieve herself from commercial manufacturing dependence upon the North, suffers a steady diminution of power and influence. Do not these facts forebode a dark and dismal future? True it is that the efforts of abolitionists are now confined to facilitating an escape of fugitive slaves; but what shall hinder it from making way upon slavery whilst the States, when it acquires the power? Shall Conscience? Shall respect for the Constitution? Why do these principles now operate? No! Whenever the masses of the Northern people come under the influence of the blind, deaf, incurable madness of Abolitionism, they will as fully believe they are doing God service in breaking up slavery by force and by wholesale, as they now do when they resist the fugitive slave law, and hurry along refugees on the "underground railroad." Justice, Reason,—aye, even interest, will prove but hempen cords around the limbs of a Sambo, who is willing himself to perish, so that

he can overwhelm his enemies in the same ruin.

Ought not the South to look this future calmly in the face; to provide for it; to seek for safety, not in the politicians of either party, but in herself? Ought she not to husband her wealth, to develop her resources, to build up her own commercial and manufacturing interests, to make herself strong by patient industry, in preparation for a day of trouble?—[Rich. Republican.]

Rail Roads.

From the Jonesboro' Rail Road Journal.

ADDRESS.

Of the Committee appointed at the Stockholders' meeting at this place on the 7th ult., on the subject of a connection by Rail road between Charlotte, N. C., and the Tennessee Valley.

At a meeting of the stockholders of the East Tennessee and Virginia Rail Road Company assembled at Jonesborough, on the 7th inst., the undersigned were appointed to address the citizens of North and South Carolina, Western Virginia and East Tennessee generally, and the stockholders of the South Carolina Rail Road, the Central Rail Road of North Carolina, and the East Tennessee and Virginia Rail-road companies, especially, on the importance of a connection by railway between Charlotte, N. C., and the East Tennessee Valley, near the junction of the East Tennessee and Virginia roads.

The advantage in connection with the Catawba Valley, is believed to furnish a very eligible route for said rail-road communication, the advantages of which if fully understood by the people of the South, would ensure its early completion; to Charleston and the other cities of North and South Carolina it is of incalculable importance, as the immense trade of Western Virginia, after East Tennessee and Eastern Kentucky would flow directly through this channel to their markets. It would give to the citizens of western North Carolina and the border counties of South Carolina a direct communication by rail way with the extensive beds of Gypsum and veins of Salt water, that are found in such abundance in western Virginia; tapping as it would the East Tennessee and Virginia road near the point of connection with the Virginia and Tennessee road, from which latter, a Branch road is to be extended to the manufactures of salt and to the centre of the plaster region. So abundant is the supply of salt water at these establishments, that salt may be manufactured to meet any demand at a cost of from 15 to 20 cents per bushel and afford a profit to the producer.

Plaster, so essential to the Southern Planter in the renovation of his worn out lands, from its great abundance, and the facility with which it can be obtained, may be had at \$2 to \$3 per Ton at the mines, and at \$10 per Ton and to intermediate points at less. To the Southern, seeking pleasure or desiring to avoid the diseases incident to the climate during the summer months, by visiting the many delightful watering places in Western Virginia; this line would afford a speedy and cheap transit for his family and servants, or if it was preferred to sojourn awhile in the mountains of East Tennessee on the passage, where all the varieties of mineral waters abound, a few weeks might be very pleasantly spent.

The Valley of East Tennessee produces a large surplus of corn, wheat, oats, and hay, which in the South often find a ready market; its high localities being encircled with a belt of mountains, render it less subject to drought than portions of North and South Carolina, and when afflicted with short grain crops, there is no quarter from whence they can more readily obtain supplies than from this fertile valley, if this communication was opened. The climate and productions of the soil are admirably adapted to the growth of cattle, horses, sheep and hogs; these cannot be successfully raised in the South, therefore the Southern planter must rely upon his more northern neighbor for these useful animals, which are to supply his table and cultivate his cotton and rice; these last cannot be successfully grown in East Tennessee but add much to the comfort and happiness of her people; this natural dependence, producing an interchange of commodities, would tend to the cultivation of the most friendly relations. Open up this channel of trade for East Tennessee, and with the other avenues of egress and ingress that are in progress of construction, she is destined at no distant day to become a great manufacturing district; her many streams pouring from the heights of the Alleghany on the East and the Cumberland and Blue ridge on the West and South, in their onward course toward the "Father of waters;" afford innumerable sites for machinery; furnish the abundance of labor and provisions, and the greatest inducement is afforded to the capitalist to invest money in the erection of manufacturing establishments. The extension of the line north beyond its intersection with the East Tennessee and Virginia road as contemplated in the charter incorporating the "Atlantic, Tennessee and Ohio Rail Road Company," which contemplates a connection of our East Tennessee Improvements with the Central Rail Road at Charlotte, North Carolina and the Roads of South Carolina, would penetrate the extensive coal fields of Eastern Kentucky, which if brought in proximity to the many roaring waterfalls and mountains of Iron ore that abound in North Carolina and East Tennessee would encourage the erection of Forges, Furnaces and Rolling mills for the manufacture of Iron and steel, and with the many facilities afforded by the opening of these channels of intercommunication might compare successfully with the manufactures of the Northern States if not of the old world in the production of Iron goods.

By a further extension north the head waters of the big sandy would be reached, where that stream breaks through the Cumberland Mountain, from thence to the Ohio River, the valley of the Sandy affords a very direct line, of easy grade for rail road to a point on the Guyandotte road nearly opposite the mouth of the Columbus and Chillicothe Canal, which from the intersection of the

Tennessee and Virginia Road could not exceed 180 miles. The Guyandotte road projected along the southern bank of the Ohio to Covington would upon the completion of the proposed improvements, open a continuous line of railway between the city of Cincinnati and Charleston, S. C., by the nearest and most practicable route, and would be but the revival of that stupendous enterprise suggested as early as 1836, by the distinguished and lamented Hayne of South Carolina.—The C. and C. Canal extending to the centre of Ohio, from whence Rail roads and canals diverge in every direction, drawing in the produce of the highly cultivated regions of the north, was to pour through this and other avenues to the Ohio River, would be taken up by the Atlantic, Tennessee and Ohio Rail Road and transported to the markets of the South.

The States of Maryland, Pennsylvania and New York which each at very great expense, endeavor to direct the commerce of the Ohio valley to their favorite cities, Baltimore, Philadelphia and New York; the former by the Baltimore and Ohio Rail Road, terminating at Wheeling, Va.; the second by her Central Roads extending west to Pittsburgh, and the latter by the Erie Road in connection with the Lakes; and although these improvements were commenced with a view to the accomplishment of the same object involving an average cost of 10 to 24 millions of dollars, yet all are now deriving immense advantage from this heavy outlay of money, notwithstanding some of these works as yet are in an unfinished condition. The line connecting the Ohio, with the Southern sea board by the Sandy and Watuga valleys being nearer than either of the more northern lines to the Atlantic and less liable to interruption from snows and ice, would at all seasons offer a speedy and certain transit for the products of the Ohio Valley and lake countries; and when it is considered the distance to be constructed would not exceed 320 miles, and probably cost not more than five millions dollars, will the people of the South not bestir themselves to raise the means necessary to the building of the road and secure the advantages for which New York has expended twenty-four millions.

If however it should be deemed inexpedient at the present, to extend this road north, beyond its intersection of the East Tennessee and Virginia Road, the people of the South would upon the completion of the latter in connection with the Knoxville and Danville Road now projected have a direct and continuous communication by rail way with Louisville, Ky., which will compare very favorably with any route that has been spoken of. It is true, if the distance from Anderson C. H., to Knoxville by the Rabun Gap as computed by Engineer Brown at 150 miles be correct, the distance from Charleston to Knoxville by that route amounting to 280 miles, would be shorter by 28 miles than the line we propose; but should the distance be increased, and the connection be made with the Georgia and Tennessee Road at Calhoun, the distance to Knoxville would be further by 20 miles, being 512 from Charleston and consequently that much further to Louisville, Ky. The route by Chattanooga and Nashville to Louisville, either by the Georgia Roads or Rabun Gap is still more circuitous; by the former from Charleston it is about 781 miles, whilst by Knoxville via Danville it would not exceed an average of 700 miles; thus leaving the interests of Wilmington and the cities of the Eastern portion of South Carolina entirely out of view as they would not likely regard with much favor a connection with the Tennessee Valley by the western route.

There is another and stronger reason why the people of South Carolina should favor the line we propose in preference to the Rabun Gap, which is worthy of their mature deliberation. It must be borne in mind that the Anderson branch of the South Carolina Road from which it is proposed to extend the connection by the Rabun Gap, passes by the way of Abbeville which is only 60 miles from Augusta, the terminus of the Georgia Rail Road, and within 40 miles of the town of Washington, Ga., to which a branch of the Georgia road has been extended. It is not to be supposed that the State of Georgia in her gigantic strides after commerce would reach out forth her iron arms and seize a portion of the trade pouring through this channel and bear it to the Watauga and Augusta Branch road and Central road to her favorite city, Savannah, which it is her avowed policy of building up as the rival of Charleston. It is true South Carolina could prevent the connexion being made with her improvements, within her territory; but in extending the road from Anderson C. H. it passes through a portion of Georgia and the right of way has been granted and South Carolina could not well refuse to extend the same privilege to Georgia. But suppose it was denied; the latter could extend the Washington branch of the Georgia Railroad and connect with the Rabun Gap road within her own territory, at a distance between sixty and seventy miles—by either of which branches or the Savannah river it would be nearer and more direct to Savannah than Charleston by the Newberry and Columbia line. Seeing that Georgia will at least divide the trade with the parts of North and South Carolina, if the communication with the Tennessee valley be made by the Rabun Gap, whilst by the more Eastern route the former will be deprived of any participation except through Charleston or Wilmington, the preference should certainly be given to the Charlotte line, especially when it is known this connecting link would be shorter and could be made at a much less cost. The distance from Charlotte, N. C., to the nearest point on the East Tennessee and Virginia Road, could not be more than 140 miles, 100 of which would be in N. Carolina and 40 within the limits of Tennessee, and would not in the whole exceed a cost of \$200,000. Supposing the cost of 100 miles in North Carolina including Tunnel at Blue Ridge, to be \$150,000 per mile, under the liberal policy of that State, it would only require a private subscription of \$500,000. Paving down the cost of the 40 miles in Tennessee at \$110,000 per mile, which is considered ample, the cost would run very little over \$300,000 and an

der the recently adopted policy of this State furnishing \$5,000 per mile for iron and equipment, would require about \$200,000 to be made up by private enterprise, in all only about \$700,000, which if divided among the several States so deeply interested, would bear very lightly upon any one. In view of the advantages accruing to Charleston, Columbia and Wilmington from the opening of the channel of communication with the North and South west, they could very well afford to raise the amount, if the investments, so far as dividends are concerned, should prove profitless. Yet no one familiar with the operations of Railroads in the United States, would have any doubts as to the profits arising from such an investment.

As the people of upper East Tennessee have contributed so liberally of their very limited means to the construction of the East Tennessee and Virginia Rail Road, (which they are now pushing on to an early completion) it cannot be expected that they can do their part of this work without help; therefore we invoke the aid of our Southern brethren in the accomplishment of an enterprise from which they as well as our own people must derive inestimable advantages. To Charleston and Columbia, ever liberal in their contributions to similar enterprises, we confidently rely—our appeal will not be in vain. The citizens of Wilmington, Raleigh and the counties of North Carolina east of the Blue Ridge must from their position, feel an identity of interest with our people, and from the spirit of enterprise that has recently started up "old Rip Van Winkle" to active effort, we doubt not their people will do their part in this great work.

As it is important that this line should be carefully examined by a competent Engineer and the cost accurately estimated before any definite action can be taken, we would respectfully ask of the stockholders of the Central Railroad Company of North Carolina and those of the Charlotte Branch of the S. Carolina Railroad to cooperate with us in instituting an early survey of this route that the completion which is proposed to be held early in the month of July for devising ways and means to open this line of intercommunication shall have all the facts before them. Learning that the Charlotte Branch road is to be opened on the 5th July, and that the friends of that enterprise design having a meeting at Charlotte to celebrate the occasion, we suggest that place as the most suitable for holding the convention proposed in the resolutions under which we are acting. What say you citizens of North and South Carolina, Western Virginia and East Tennessee? Shall we have a convention at Charlotte, N. C., on the anniversary of American Independence and Union which although not equal in its results, to the day it is intended to commemorate, yet may be productive of blessings and benefits that will be felt by future generations binding together the feelings and interest and dispating those sectional jealousies that have been and are likely to jeopardize the permanency of our government if not arrested.

For the information of those who may not be familiar with the distances by the different routes by which it is proposed to connect the South with the valley of East Tennessee, we subjoin a Table of distances which, although they may not be accurate in every particular yet will be found substantially correct; all of which is very respectfully submitted.

A. E. JACKSON,
H. H. HUBBARD,
O. BOAZ,
JAS. W. DEADERICK,
THOS. A. R. NELSON.

April 25th, 1852.

TABLE OF DISTANCES.

From	To	Distance
Charleston	Atlanta	310
Charleston	Washington	400
Charleston	Philadelphia	500
Charleston	New York	600
Charleston	Baltimore	700
Charleston	Richmond	800
Charleston	Washington	900
Charleston	Philadelphia	1000
Charleston	New York	1100
Charleston	Baltimore	1200
Charleston	Richmond	1300
Charleston	Washington	1400
Charleston	Philadelphia	1500
Charleston	New York	1600
Charleston	Baltimore	1700
Charleston	Richmond	1800
Charleston	Washington	1900
Charleston	Philadelphia	2000
Charleston	New York	2100
Charleston	Baltimore	2200
Charleston	Richmond	2300
Charleston	Washington	2400
Charleston	Philadelphia	2500
Charleston	New York	2600
Charleston	Baltimore	2700
Charleston	Richmond	2800
Charleston	Washington	2900
Charleston	Philadelphia	3000
Charleston	New York	3100
Charleston	Baltimore	3200
Charleston	Richmond	3300
Charleston	Washington	3400
Charleston	Philadelphia	3500
Charleston	New York	3600
Charleston	Baltimore	3700
Charleston	Richmond	3800
Charleston	Washington	3900
Charleston	Philadelphia	4000
Charleston	New York	4100
Charleston	Baltimore	4200
Charleston	Richmond	4300
Charleston	Washington	4400
Charleston	Philadelphia	4500
Charleston	New York	4600
Charleston	Baltimore	4700
Charleston	Richmond	4800
Charleston	Washington	4900
Charleston		