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THE STORY OF ALCANDER AND SEPTIMIUS.

Taken from a Byzantine Historian.

Athen, long after the decline of the Roman empire, still continued the seat of learning, politeness, and wisdom. Theodoros the Ostragoth repaired to fall into decay, and continued those pensions to men of learning, which avareign governors had monopolized.

In this city, and about this period, Alcantar and Septimius were fellow-students together: the one the most subtle reasoner of all the Lyceum, the other the most eloquent speaker in the academic gymnasium. Their fortunes were nearly equal, and they were natives of the two most celebrated cities in the world; for Alcantar was of Athens, Septimius came from Rome.

In this state of harmony they lived for some time together; when Alcantar, after passing the first part of his youth in the indulgence of philosophy, thought at length of entering into the busy world; and, as a step towards this, placed his affections on Hypatia, a lady of exquisite beauty. The day of their intended nuptials was fixed; the previous ceremonies were performed; and nothing now remained but her being conducted in triumph to the apartment of the intended bridegroom.

Alcantar's exultation in his own happiness, being unable to enjoy any satisfaction without making his friend Septimius a partner, prevailed upon him to introduce Hypatia to his friend; which he did with all the sagacity of a man who found himself equally happy in friendship and love. But this was an interview fatal to the future peace of both; for Septimius no sooner saw her, but he was smitten with an involuntary passion; and, though he used every effort to suppress desires at once so imprudent and unjust, the emotions of his mind in a short time became so strong, that they brought on a fever, which the physicians judged incurable.

During this illness, Alcantar watched him with all the anxiety of fondness, and brought his mistress to join in those amiable offices of friendship. The sagacity of the physicians, by their means soon discovered that the cause of his patient's disorder was love; and Alcantar being apprized of their discovery, at length uttered a confession from the reluctant dying lover.

It would but delay the narrative to describe the conduct between love and friendship in the breast of Alcantar on this occasion; it is enough to say, that the Athenians were at that time arrived at such refinement in morals, that every virtue was carried to excess. In short, forgetful of his own fidelity, he gave up his intended bride, in all her charms, to the young Roman. They were married privately by his convenience, and this unlooked-for change of fortune wrought an unexpected change in the constitution of the now happy Septimius; in a few days he was perfectly recovered, and set out with his fair partner for Rome. Here, by an exertion of those talents which he was so eminently possessed of, Septimius in a few years arrived at the highest dignities of the state, and was constituted the city-judge, or praetor.

In the mean time Alcantar not only felt the pain of being separated from his friend and his mistress, but a prosecution was also commenced against him by the relations of Hypatia, for having basely given up his bride, as was suggested by money. His innocence of the crime laid to his charge, and even his eloquence in his own defence, were not able to withstand the influence of a powerful party. He was cast, and condemned to pay an enormous fine. However, being unable to raise so large a sum at the time appointed, his possessions were confiscated, he himself was stripped of the habit of freedom, exposed as a slave in the market, and sold to the highest bidder.

A merchant of Thrace becoming his purchaser, Alcantar, with some other companions of distress, was carried into that region of desolation and sterility. His stated employment was to follow the herds of an imperious master, and his success in hunting was all that was allowed him to supply his precarious subsistence. Every morning awakened him to a new scene of sorrow and toil, and every change of season served but to aggravate his unsheltered distress. After some years of bondage, however, an opportunity of escaping offered; he embraced it with ardour; so that travelling by night, and lodging in caverns by day, to shorten a long story, he at last arrived in Rome. The same day on which Alcantar arrived, Septimius sat administering justice in the forum, with a venerable countenance, expecting to be instantly known, and publicly acknowledged by his former friend. Here he stood the whole day amongst the crowd, watching the eyes of the judges, and expecting to be taken notice of; but he was so much altered by a long succession of hardships, that he continued unnoticed amongst the rest; and, in the evening, when he was going up to the praetor's chair, he was brutally repulsed by the attending lictors. The situation of the poor are generally driven from one ungrateful object to another; for night coming on, he now found himself under a necessity of seeking a place to lie in, and yet knew no where to apply. All emaciated, and in rags, he was, none of the citizens would harbour so much wretchedness; and sleeping in the streets might be attended with interruption or danger; in short, he was obliged to take up his lodging in one of the tombs without the city, the usual retreat of guilt, poverty, and despair. In this mansion of horror, laying his head upon an inverted urn he forgot his misery for a while in sleep; and found, on his next couch, more ease than beds of down could supply to the guilty.

As he continued here about midnight two robbers came to make their retreat; but happening to disagree about the division of their plunder one of them stabbed the other to the heart, and left him weltering in blood at the entrance. In these circumstances he was found next morning dead at the mouth of the vault. This naturally inducing a farther enquiry, an alarm was spread; the cave was examined, and Alcantar being found, was immediately apprehended, and accused of robbery and murder. The circumstances against him were strong, and the wretchedness of his appearance confirmed suspicion. Misfortune and grief were now so long acquainted, that he at last became regardless of life. He detested a world where he found only ingratitude, falsehood, and cruelty; he was determined to make no de-

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fence, and thus, lowering with resolution he was dragged, bound with cords, before the tribunal of Septimius. As the proofs were positive against him, and he offered nothing in his own vindication, the judge was proceeding to doom him to a most cruel and ignominious death, when the attention of the multitude was divided by another object. The robber, who had been really guilty, was apprehended, selling his plunder, and, struck with a panic, had confessed his crime. He was brought bound to the same tribunal, and acquitted every other person of any partnership in his guilt. Alcantar's innocence therefore appeared, but the sullen rashness of his conduct remained a wonder to the surrounding multitude; but their astonishment was still farther increased, when they saw their judge start from his tribunal to embrace the supposed criminal; Septimius recalled his friend and former benefactor, and upon his neck with tears of pity and joy. Need the sequel be related? Alcantar was acquitted; shared the friendship and honors of the principal citizens of Rome; lived afterwards in happiness and ease; and left to be engraved on his tomb, that no circumstances are so desperate, which Providence may not relieve.

COLONIAL HISTORY OF NORTH CAROLINA.

Furnished by Charles Campbell, Esq., for the Raleigh Register.

HISTORICAL SKETCHES BY COL. GUILFORD DUDLEY.

Tryon was succeeded in the administration of the government of North Carolina about the end of 1771, or beginning of 1772. In politics he appeared to be moderate and temporizing, but like his predecessors, attached to the supposed interests of Great Britain and obedient to the mandates of the crown, and the instructions of his ministers. For the first two years of his administration, there was a calm or kind of lethargy as to passing events, pervading the people of North Carolina; but in '74 their sympathies were awakened, when it was known that the British Parliament had passed the Boston port bill, by which that port was to be shut up after the 1st day of June, and its commerce cut off all parts of the world; and this cruel measure was to be enforced by a large army of British troops and a powerful fleet. Then the people awoke and began to look about them. This bill arrived in the Spring of 1774, during the session of the House of Burgesses, and threw the Assembly into a ferment, which prevented business from progressing. Gov. Martin found the members refractory and unyielding to his measures. He could not procure the passage of his money bills, (as it was usually called,) nor succeed in any other of his favorite or ministerial measures. The House adjourned in discontent and disgust, and the minds of the people were alarmed and agitated. Whilst these things were transacting in Newbern, the Seat of Government, in 1774, the writer of these sketches attained his eighteenth year, and had his name immediately enrolled on the muster-list of the Town company of Militia, in Halifax, and in a month or two afterward had an opportunity, for the first time, of seeing Governor Martin in his own town, for two or three weeks, several times every day in the office where he wrote.

It is well known to many that King Charles the 2d granted to eight Lords proprietors that extensive tract of country lying South of Virginia, and extending along the Atlantic coast to St. Mary's river which divided it from the Floridas, and west to the Mississippi river, now including the two Carolinas and Georgia. The Lords proprietors (of whom the Earl of Greenville was one,) after a fruitless attempt to colonize the country, from their own ignorance, cupidity and dissatisfaction with their purchase from the crown, all surrendered, for a stipulated price, their grant into the hands of the King, except Lord Greenville, who retained his share one degree in breadth, from what is the Virginia line, in the North to the South, and extending from the Atlantic to the Mississippi, in the west. After the surrender of the other Lords proprietors, the country was divided into North and South Carolina, and Greenville opened a land-office in his share of the former province, and placed an agent there, for the disposal of lands on low terms, subject however to the payment of annual tax, called quitrents, to himself and his heirs, forever, besides surveyor's fees, the cost of registration of patents, &c. &c. For several years previous to the disturbances in America, Col. Jos. Monfort, of Halifax, a wealthy merchant, and also the Royal Treasurer, had been the agent for the heirs of Lord Greenville, though as far back as I can recollect or had any knowledge of such transactions, the land-office of Lord Greenville had been shut up; but the multifarious papers including duplicates of patents belonging to that office, still remained in the hands of Col. Monfort; but after the passage of the Boston port bill was known in North Carolina, and Gen. Gage with his fleet and army had arrived at Boston, in pursuance of the ministerial plan, Governor Martin, with his private Secretary, Mr. Nelson, repaired to Halifax, with the written instructions and an order from the heirs of Greenville, to receive all the papers of every description belonging to that office. This was early in the Summer of 1774, at which time the writer was something more than eighteen years old, and was assistant clerk in the counting house and the Treasury Office. The Treasurer was a man advanced in years, of a feeble constitution and sickly temperament, then languishing on the bed of sickness, but a Whig; and although Governor Martin and his suite were his guests for several weeks, and no doubt used much persuasion and address to get the papers into his hands, yet the Treasurer, at first demurred, and for some time wavered about their delivery, until he could consult his friends about the propriety of the measure, evidently shewing a repugnance to delivering them to his Excellency at all. At last he consented, and procuring a confidential friend (for he was unable to attend himself) to superin-

tend and direct six or eight clerks, all young men, among them myself, in the business of taking a schedule of inventory, not only of the duplicate grants, but of every other paper belonging to the office, opening and designating their import exactly in our inventory; and although we were all expert or swift pensmen, yet it took us more than a fortnight or three weeks, from before sun-rise till dark every day, to accomplish this arduous work, notwithstanding the Governor was usually three or four times a day in our office, and with us on the completion of the work. This done, and the papers being packed up in large trunks, boxes and chests, and three wagons procured for their removal to the palace in Newbern, his Excellency departed in seeming triumph and satisfaction at the acquisition of what he no doubt deemed an immense prize, and the courtly heirs of Greenville, I presume this enormous bulk of papers was immediately shipped to England by Gov. Martin, to the legal representatives of the old Grants; but their receipt availed them not at all, for in little more than two years after, North Carolina, when she became an independent State, and framed her own Constitution, virtually confiscated this immense tract of country, by a clause in that instrument which says—"that the soil belongs to the good people of this State," which also included the vacant or unappropriated lands belonging to the Crown.—They confiscated also, by Act of Assembly, all other estates belonging to British subjects residing in Great Britain, or any of its provinces or territories. And thus the heirs of the Earl of Greenville, the original patentee, lost forever the greater part of what remains to North Carolina, and two-thirds of what now constitutes the State of Tennessee, and these by far the richest portions, as to soil, situation and value, in both the States. * * *

When the news of General Gage having arrived at Boston, with a fleet and army, and shut up that port, reached North Carolina, the Captain of a Company of Halifax, where the narrator then resided, and to which company he belonged, resigned the commission he held under the King, making at the same time a public declaration, "that he would no longer serve his Majesty either in a Civil or Military capacity, until American grievances were redressed." His subaltern officers followed his example and presently afterwards the Field Officers of the County resigned their Commissions also, and thus the Militia of that county, at least, were left in a state of anarchy. The late Captain of the Town Company, however, lost no time in convening the citizens of the place and its vicinity, who had formerly composed his command, and after making a short harangue, proposed that they should form themselves into an independent company, and elect their own officers, in defiance of all legal authority. This proposition was highly relished and acceded to by all the company, a few excepted, who were Scotch merchants and their clerks, when they proceeded to head them, and most of their late subaltern officers, and immediately went into a course of rigid training.—But being somewhat deficient in the knowledge of Military tactics, at this period, Robert Washington was invited from Virginia, for the purpose of disciplining this corps. He had served as a British sergeant during the whole of the preceding War, and was skilled in the manual exercise and the various evolutions introduced into the Prussian armies by Frederick the Great, whilst he had been previously trained in the antiquated discipline of Bland, an English author. And thus as the writer of this narrative believes and then understood, was formed the first Independent Company in America. * * *

North Carolina, like her neighbor, Virginia, and the other Provinces, had her Committee of Correspondence also in 1774, for the purpose of intercommunication, and as soon as it was determined to hold a general Congress at Philadelphia, in September of that year, appointed her Delegates to attend that meeting. These were Joseph Hewes, of Edenton, a virtuous man and an old and highly respectable merchant, of great experience in mercantile commerce; Richard Caswell, of Dobbs County, in the District of Newbern, a very respectable lawyer, and William Hooper, of Hillsborough, also a lawyer and the most pleasing speaker I have ever seen at any bar.

* * * The General Congress accordingly met at Philadelphia, on the 6th of September, '74, all the provinces being duly represented except Georgia, which, for prudential reasons, approved of by the other colonies, declined sending delegates at this time. The first thing they did, was to enter into a non-importation agreement, whereby all commercial intercourse between Great Britain and the Colonies was suspended. It was recommended to the people to discontinue the use of Tea, their favorite beverage, and merchants were forewarned not to sell. It was recommended to the people also, to increase their stocks of sleep killing lamb; but sparingly petitioned the crown for redress of grievances, and drew an Address to the people of Great Britain, "a production of the finest pen in America." These virtuous and enlightened men continued their labors from day to day, for the general welfare of all the provinces, with great moderation and ability, until the 26th of October, when they adjourned to meet again on the 10th of May ensuing, 1775. In the mean time, North Carolina re-elected the same Delegates, Messrs. Hewes, Caswell and Hooper, to attend this meeting, and the House of Burgesses adjourned their session to meet again at Hillsborough, about the 1st of June—a measure unprecedented in the annals of that Province; strongly opposed by Governor Martin and his adherents, who seemed to be alarmed at the idea of leaving the Palace at Newbern, and going so far into the interior, to transact public business.—However, as nothing had been done at that session which met the Governor's wishes, and he was, as I have before said, rather of a tempering disposition, and willing to keep the Assembly in good humor, he consented to meet there, the time appointed. But in the mean time the affairs of Lexington and Concord had happened, on the 19th of April, '75,

and the lives of our people destroyed by actual hostilities, being thus wantonly destroyed by the British. Not only this Province, but all America was thrown into an increased ferment. The House of Burgesses however, but the aspect of affairs at this crisis, so alarming to his Excellency, caused him to pause, and the long-ardored sacred person among the hardy sons of the West, more than 200 miles from his palace, the more his mind became bewildered and panic-struck, and instead of repairing to Hillsborough, according to promise, with his council, faithful adherents and advisers, or his imitation of the British House of Lords constituted the upper House of our Legislature, he flew off in a tangent of more than 90 degrees, from the point in question, and with his whole household, while the Assembly was impatiently waiting his appearance, in order to begin business, and hastily repaired to Wilmington, where he got on board of a King's ship lying at that place, or a few miles thence, below the Flatts, where he was safe; and thus abdicated the government over which he presided. Tyrants, despots and their substitutes always evince a cowardly heart, in proportion to their acts. * * *

As soon as this manoeuvre was known at Hillsborough, the Assembly took the reins of Government into their own hands, and evinced to the world that they could legislate for themselves, without the assistance of the Royal substitute and his council, usually composed of creatures of the Crown, selected for their pliability to its measures. * * *

* * * Let us however, return to the Assembly at Hillsborough. Finding they had happily got rid of the Royal authority, in the manner above mentioned, they proceeded to take into consideration the state of the Colony, and their obligations to the other Provinces, or mutual co-operation in this incipient stage of our confederations and instead of enacting statute laws, proceeded to something more substantial and requisite, in the present posture of affairs. Among their first acts, was to raise two regiments of regular troops: the command of the first was given to Col. Fear, and the other to Col. Robt. Howe, of Brunswick, below Wilmington. And a considerable sum of paper money was voted, to be issued for the purpose of enlisting men and to pay other expenses of Government. They also so organized the Militia as to raise some Regiments of minute-men, and appointed the Colonels—a species of regular troops, who voluntarily enrolled themselves without receiving bounty or any other pay, except * * *

(To be Continued.)

CENTRAL RAIL ROAD.

THE NUMBERS OF CARLTON.

No. IV.

In the second of these numbers it was proposed to show, and it is hoped not unsuccessfully, that for inland transportation, especially in our climate, rail ways are preferable to canals. They are cheaper in the first construction. The iron rail way costs not more than half as much as a canal between such distant extremities as the eastern and western parts of our State. And if it be made of timber having a strap of iron on the top, the expense could again be reduced probably to one-fourth of what it would be if made of iron. Not only is the cost of rail roads less at first, but it for ever continues so in maintenance, repairs, quantity of travelling, and the numerous bridges over a canal not necessary to a rail way. It is my object now to give more full and convincing evidence of these truths. It shall be such evidence as fears no future examination. It invites and solicits investigation, not theoretical and fanciful, but practical, and such as is confirmed by the incontestable authority of experiments already made. * * *

Anderson was a man of practical knowledge on these subjects. The conclusions which he states are worthy of our confidence as derived from actual observation. One horse, says he, can draw with ease upon a canal twenty tons, and he will do this travelling at the usual rate of horses in a wagon, on a hard smooth turnpike road. He then says that the same horse, on a properly constructed rail road, can carry the same quantity of goods in the same time. * * *

Mr. Joseph Wilkes in 1799 stated, "that a horse of the value of twenty pounds sterling," which is one hundred dollars of our money, "drew along the declivity of an iron road descending two eighths and half an eighth of an inch in a yard, twenty one carriages or wagons laden with coals and timber, weighing thirty five tons, overcoming the *vis inertia*, repeatedly with ease." By overcoming the *vis inertia*, is meant the starting of the wagons from a state of rest; and every one knows that this is the greatest difficulty in drawing on any given surface. "The same horse," continues Mr. Wilkes, "drew up the same declivity five tons with ease."

It will readily occur, that in a trade between a seaport town and the upper country, the weight or tonnage to be carried towards the sea, is vastly greater than is returned into the country. It will follow, therefore, that a rail road may be properly made to descend in a very small degree, so as to favor the draught in the direction of the heaviest transportation. It is upon this principle that the statement here made is to be understood. If a rail road descends five sixteenths of an inch, or which is the same, two and a half eighths of an inch in a yard, it is at the rate of very nearly forty six feet in a mile. Mr. Wilkes also says, "that when the descent was an inch and three quarters in a yard, it was

necessary to slipper or lock the wheels, to prevent the horse being overpowered by the weight pressing upon him."

"On different rail way one horse, value thirty pounds," or one hundred and fifty dollars, "drew twenty one wagons, of five hundred weight each, which with their loading amounted to one hundred and forty three tons and eight hundred weight, the declivity being one inch to a yard; and up the same, he afterwards drew seven tons."

"In the summer of 1805, a trial was made on the Surrey rail way by Mr. Bankers, wherein a horse taken indiscriminately out of a team, drew sixteen wagons, weighing upwards of fifty five tons, for more than six miles along a level, or very slightly declining part of the rail way."

Now all these are so many unquestionable facts. Let the same circumstances be renewed, and the same results will be experienced before our own eyes, and for our own benefit. The laws of nature do not change, and if such testimony as this do not satisfy our minds, what, it may be asked, will be sufficient to remove our doubts and prepare us to avail ourselves of the great and important practical truths which it is its object to establish? The twenty tons, the thirty five tons, the forty three tons and eight hundred weight, and the fifty five tons can be drawn as easily in America as in England. We know that upon our common roads, it takes the force of four or five horses to draw two tons; that is, one horse at least is necessary to half a ton. If one horse then, on a rail way, can draw twenty tons with ease, it follows that he will do as much as forty horses usually do in our common transportation. If, however, a good horse can on a rail road draw thirty five tons, he performs as much as seventy horses do upon our roads. Should we take the third of these numbers, namely, forty three tons, to say nothing of the eight hundred weight, then the effect of the horse applied in one way, is to his effect in the other, as one to eighty six. But one case of actual trial still remains. Mr. Banks tells us he made it himself, and his testimony is recorded for our information. He harnessed a horse to the foremost of sixteen wagons, weighing together fifty five tons, and the horse carried them forward six miles upon a level rail road, or if it had any declivity, it was so slight as not to be estimated. This is making one horse do as much as a hundred and ten. These things are so astonishing that we are ready at first to pronounce them incredible. They are, however, incontestable and stubborn facts, and not to be denied. And why should we be disposed to distrust them? They reveal to us powers of mechanism, on which we cannot set a sufficient value. It is properly a subject of the highest interest and exultation to every man, especially to every citizen of a free and enlightened community, that our opportunities are susceptible of such almost inconceivable enlargement, provided we will unite to effect the object. Shall the subjects of monarchies think nothing of securing the advantages of this prodigious efficiency, and we who claim all the energies of personal and public liberty, sit still with our arms folded, and gaze at what they do as though it were visionary extravagance to imagine any thing like it within the compass of our puny efforts? * * *

It appears then not an excessive or gratuitous assumption, when it was asserted that as large a tonnage could be carried by a given power upon a rail way as upon a canal. But there are different ways of comparing their efficacy, and if this, according to every view, be much the same in both, we shall be left to consult other circumstances in determining our choice of them. "Without calculating," says a practical writer, "upon the immense loads of thirty tons and upwards, which have occasionally been moved by one horse upon a rail way, we can state that an active horse weighing ten hundred weight, conducted by one man upon a well constructed edge rail way, will work with ten tons of goods. In the same manner we may take thirty tons as employing the effective labor of one horse and three persons upon a canal. From which it will therefore appear, that the expense of trackage per ton is pretty much the same in both systems; while the first cost, and consequently the toll or dues, must be greatly in favor of the rail way. * * *

Nothing has yet been said respecting the locomotive engine. By this is meant a steam engine propelling a carriage by which it is borne, as the steamboat is moved by the engine fastened into it. This contrivance strikes us as approximating perfection, by imitating an animal power. It is independent, however, of animal force, and has the advantage in uniting * * *

† It may be well to explain, that a wheel is sometimes made to slide down a hill not upon the tire, but upon a plate of iron turned up on each side to confine the rim upon it, and attached to the side of the carriage by a chain. Such a plate of iron is called the shoe or slipper. It is preferred because it prevents the tire of the locked wheel from wearing out faster than that of the others. * * *

* To spread the pressure of large burdens upon a rail road, as well as for other reasons, it is customary to employ a number of wagons in succession, each connected by a chain with the preceding.

energy with the untiring property of mechanism. It were to be wished that a description at once brief and easily intelligible could be given of this engine, but this is scarcely possible. The mind of one little accustomed to complicated machinery, soon becomes fatigued and confused, and his curiosity is disappointed.—An actual inspection is better than an hundred attempts to describe it, and even a good engraving makes it easily comprehensible. It is hoped, however, that we shall feel no less assured of the perfection of this gigantic automaton, as it may well be called, for the purposes to which it is applied, than if it were before our eyes, and performing its operations with all that elegance, gracefulness and power of movement which excite at once the admiration and astonishment of the spectator. On the Hutton rail way in England it has been for some time in use. Mr. William Strickland, Civil Engineer of the Pennsylvania Society for Internal Improvement, witnessed its operations, and he tells us its cost is four hundred pounds sterling, or two thousand dollars. This gentleman went to England in the employment of the Society, to enlarge his views, and bring back important information respecting canals and rail roads. He says that "this locomotive engine has drawn on a level twenty seven wagons, weighing ninety four tons, at the rate of four miles an hour, and that when lightly laden, it will travel ten miles an hour.—The wagons drawn by it cost twenty eight pounds sterling each, that is a hundred and forty dollars. The wagon bodies are seven feet nine inches long, five feet wide at the top, and three feet six inches deep. The wheels are three feet in diameter, and weigh each two hundred and fifty pounds."

For further satisfaction I shall extract a statement from Mr. Jessop, a noted Civil Engineer of England. These are his words: "A locomotive engine of ten horse power, will draw one hundred and twenty tons, at the rate a draught horse generally travels; or fifty tons at the rate of six miles an hour. The engine requires the attendance of only a man and a boy, at a daily expense of five shillings, (sterling). The coals consumed in ten hours would be less than twenty thirty shillings per day, for which fifty tons may be conveyed sixty miles in ten hours, which is less than half a farthing per ton per mile. So that making an ample allowance for delays, the return of empty carriages, the cost and maintenance of the engines, and providing the wagons, the expense is altogether inconsiderable. * * *

But while these proofs are detailed of the great advantages of rail roads, in comparison with canals, on which the steam engine cannot be used, it is probable a more embarrassing difficulty is suggested, than any relating to the great value and importance of these advantages. It is not so much from doubts respecting the efficacy of a rail way, it will be said, that we question its expediency for us, but from the vast funds necessary to the construction of it. Now it is my intention to show that this is not a real difficulty. Let us come to it at once, then, and look at it in all its terrors. The number of taxable polls in the State of North Carolina, is a hundred and thirty five thousand. This number is derived from the Comptroller's Report last year (1826). An annual payment of thirty seven cents by each individual, raises at once the sum of fifty thousand dollars a year. Let any one try the numbers for himself, or let him get his neighbor to do it for him, and he will find it to be so. It cannot be that the payment of 37 cents a year upon each poll for five years, is so great that we ought not to consent to it, provided we are made sure of the result. It is upon this condition then that it is proposed, and upon this alone, that it shall be adequate to procure to the citizens of our State, so easy and cheap a conveyance for their goods and productions, their manufactures and their mines that where it now costs them thirty dollars, it shall not cost them one. Let a rail way be commenced at Newbern, under the direction of a proper engineer, such as now can be easily had in the United States; let it be constructed in as direct line as possible to Raleigh, and thence continued through the middle of the State to the mountains. In two years and a half it would be extended above the capital of the State. Through this it evidently ought to pass, as centrally situated in regard to the general direction of our boundaries on the north and south, and as being our metropolis, its growing importance ought to be fostered with affection and interest by us all. It is not to be doubted that if the sum of fifty thousand dollars were by a legislative determination annually appropriated for seven years to this purpose, and capitalists were invited and permitted to subscribe fifty thousand more, the sum would be realized instantly, and in the best of hands. Nor can we suppose there would be any difficulty in a repetition of the same thing every year for the whole time of seven years necessary to the work.—More than fifty thousand dollars a year to be thus subscribed, should not be admissible, nor should the owners of such capital be allowed to hope for more than eight per cent. after it should become productive. For it is necessarily understood that the dividend to be paid must be made good by tolls upon travelling and transportation. On this account the whole sum subscribed should be understood from the beginning to five years from the time of completing the work. It is of the last importance that the public should not part with their power over all extensive commercial intercourse to facilitate commercial intercourse. This is the policy now wisely and resolutely practised in other States, and to this every country, discreet in its economy, should tenaciously adhere.