

The general aspect of the country is extremely level and favorable to the contemplated work. From Rockford to Edwards' bridge, where the route crosses the Contentnea, there are no difficulties or streams to cross worthy of notice. From Contentnea the route ascends gradually to a level which is maintained for several miles; when it descends to effect a favorable crossing of Town creek; thence several undulations are necessary in crossing small streams, until the route reaches Tarborough. Thence a level grade may be had entirely across Tar river. A favorable site for crossing which, is found about a mile and a half North of Tarborough. Thence the route alternately ascends and descends to lessen the excavations and embankments in passing Deep creek, Connecanary creek, and the ridges between them, until it enters the Western route five miles from Halifax, which it pursues to the Halifax and Weldon Rail Road.

Summary of the cost of excavations, Embankment, Superstructure, Locomotive Engines, Coaches, Cars, Water stations, Wharves, Shops, Contingencies, and Steam-boats.

162 miles—1504 feet of Rail Road, and 150 miles Steam-boat communication, \$1,512,853 80—making the whole line of communication, by Rail Road and Steam-boats, 312 miles.

This shows a difference in cost in favor of the Western route of 12,853 80. A comparison of the grades, length of curvatures, and straight lines, exhibits also a slight difference in favor of that route. On the Eastern route, however, there will occur a thousand feet less bridging, this, in the annual repairs of the road will operate in its favor, by lessening the amount some four thousand dollars per annum. The superiority of the one line over the other, in a professional point of view, is so very slight that an expression of my preference under this head, could not be a decision of the question of choice between them. The Board may, then, consider that I lay the routes before them as equal under all the aspects in which under my province I have been called upon to view them. Their familiarity with the resources and interests of the country bordering on the lines, will enable them to estimate and compare the amount of trade on each; a preponderance of which, may very justly form the basis of a preference. I would beg leave, however, to add, that looking to a connection with the works which are contemplated between the Western parts of the State, and the Sea-board, and to the lateral branches which are authorized by the charter, the western route is decidedly to be preferred. But whether the eastern or the western route be selected, I can confidently assure the Board, that no portion of the United States, certainly for the great extent offers so many facilities for the construction of a Rail-road. Timber of the best quality is found on every part of the line; the soil consisting either wholly of sand, or a proper admixture of sand and clay, affords as good a foundation as can be expected from earth alone. Granite occurs on the Tar river, and on Fishing and Quakey creeks; and will be used in forming the abutments of the bridges across these streams; and for the construction of drains within convenient hauling distance. Where rock is not convenient, wooden structures will be used in the passage of the Water courses and ravines, to be substituted hereafter by stone or brick, which can be delivered much more economically after the completion of the road. The entire elevation of the road above tide water, is 189 feet. This is overcome by grades rarely so great as 30 feet to the mile. The whole length of curvatures on the road does not exceed thirteen miles; and in every instance, the departure from a straight line is effected on curves described with

a radius exceeding a mile. So slight indeed are the grades and curvatures compared with many other roads in the country, that yours may be considered as straight and level; certainly as presenting every facility for the most extensive and economical application of swift locomotive power, to which Rail-roads owe their undeniable superiority wherever, as will be the case here, gravity has but a small share in the resistance.

The estimate of the road way formation falls far beneath the average cost of similar works; while it is believed that the profits will not be exceeded by any improvement in the country. For your Rail-road, in connexion with the Portsmouth and Roanoke, and the Petersburg Rail-road at Weldon; both of which are links in continuous lines of Rail-way and Steam-boat communication to Boston, must become the great thorough fare between the North and South; for between the Roanoke river and Charleston, or the Charleston and Hamburg Rail road, admitting, there were any other communication by Rail-way contemplated, its greater length and what is a matter of deeper consideration, its greater expense, forbids the idea of rivalry; and places your road almost beyond the reach of competition. So that we may say, in fact, it forms an important if not indeed, the most important link in the great line of intercommunication between the North and South. Under this view of the subject, it is difficult without the appearance of exaggeration, to estimate the probable revenue.

The travel between Charleston and the Northern cities by steam-boats and stages, may be safely computed at sixty thousand. This amount might be greatly swelled by embracing the whole travel from New Orleans; which we confidently believe will take the route of your Rail-road.

But we will say 60,000 Travelers at \$12.50 each \$750,000 00
To this we may add
for the transportation of the mail 50,000 00
Way passengers and freight on produce and goods 100,000 00

\$900,000 00
Deduct for the repairs and renewal of the road and steam-boats \$200,000 00
And it leaves a nett revenue of \$700,000 00

Now, although I believe this sum will fall short of the receipts for the first year, yet, lest we should appear too sanguine and to remove all possible objection, we will deduct from the foregoing, twenty-five per cent. which reduces the amount to \$525,000 00, or a dividend of 35 per cent. on the estimated cost of the work.

A Rail-road which produces 6 per cent. nett in the first years of its operation, is considered good property; for the increased business which must ensue, always increases the annual profits in a great ratio.

While our estimates exceed this per centage nearly six times, it will be perceived that we have confined ourselves entirely to the amount of the present travel; and this after being taken at a very low estimate, reduced twenty-five per cent. But in presenting a view of the prospects of the Road, we should anticipate the probable increase of travelling by reason of the increase of the business and population of Charleston; which must ensue from the great and gigantic scheme which she has in contemplation, and which she will no doubt carry into effect to Cincinnati. And in a few years the Rail-road to Hamburg, which is now being extended to Athens, will be prolonged southwardly to Columbus; and thence in continuation with the Rail-road to Pensacola, complete the line of Rail-way, and steam-boats all the way to New Orleans. But without any further specification of the various improvements which are in contemplation and begun at the

South, suffice it to say, that your Southern termination at Charleston, towards which all these improvements converge, ensures you immediate, continually increasing and never failing sources of revenue; and completely sets all competition by other and similar improvements, at defiance. For all past experience has shown that the travel on routes connecting commercial cities, increases in a ratio, much beyond that of the business or population; and the great lines of travel in all countries lead through the commercial Towns.

Routes passing through the interior, with a view to divert the travel, must be regarded as experiments running counter to all experience, and of very doubtful success. And I lay it down as an incontrovertible fact, that those works which will prove most profitable, and most conducive to the great and varied interests of the country, may be classified under two heads. Those which connect the commercial cities, and those which lead from the commercial towns by the most direct routes to the interior and western portions of our country.

But your revenue will be greatly swelled from other sources, which we have not taken into the account. All the improvements which are contemplated from the sea-board to the Western part of your State, must cross the line of your Rail-way; and to whatever point destined, will find it to their interest, to some extent, to pursue it, in order to make selection of the most favorable location. Under this aspect, your Rail Road presents itself to the State in a peculiarly interesting point of view. It traverses it nearly through its entire length from North to South, and forms the basis upon which the internal improvement scheme of the Raleigh Convention may be most economically carried out. For, as I have before intimated, the cheapest route from any point on the sea-board to the West, from Beaufort, for instance, to the narrows of the Yadkin, will be found on a very direct line West, until it falls into your Rail Road; and thence (in this case) along it to some point South of the Neuse river.

In a military point of view your Rail Road, in connexion with the Portsmouth and Roanoke Rail Road, and the contemplated Rail Road between Wilmington and Charleston, may be regarded as forming a complete line of defence to the whole sea-board from Norfolk to Charleston; for there is no Rail Road in the country, upon which so large a force can be concentrated in a given time; and where, perhaps, there would be a greater probability of its being required. By the Charleston and Hamburg Rail Road and its connexions; the Charleston and Cincinnati Rail Road; the Roanoke, Danville, and Junction Rail Road; the Portsmouth and Petersburg Roads; and by means of the Rail-ways to the West within your own State, levys for troops on South Carolina, Georgia, Alabama, Louisiana, Mississippi, Tennessee, Kentucky Illinois, Indiana, Ohio, Virginia, North Carolina, Maryland, &c. may be met from the remote States in a few days, and in a few hours, from the more adjacent States, and any number of troops, may be thrown on the line of your Rail-way; whence, by lateral roads and Steam Boats, (down the numerous navigable streams which the road crosses) in a few hours, or by a march of a day or two, they may occupy any position on this extended coast. And in the transportation of stores and munitions of war, which, under the military head, is a matter of primary importance, it affords a safe avenue; and in time of war, will prove a saving of millions to the Government.*

As a National work, therefore, yours cannot be considered secondary to none in the country. But one of the most happy results of the Rail-way system in the Southern country, and which will be imparted by your Rail Road,

to that portion of the State most concerned, is the effect it will have, by the speedy concentration of troops to put down, if not entirely suppress and remove all apprehensions of servile disturbances and insurrections. The speedy transit of the mail, especially between commercial cities, is an object of solicitude with all Governments. Your improvement fully meets this object, and its importance under this head also, cannot fail to attract the attention of the General Government; and also the concentrated concurrent interests of the large cities at the North. And having the effect, as we have asserted, your road will have, to turn the whole stream of travel between the North and the South, through Charleston, and on the Charleston and Hamburg, and the Charleston and Cincinnati Rail Roads, she, as well as those interested in these two great improvements, are deeply interested in your success, and will no doubt contribute largely towards it; and the trade and travel which it will throw on the Portsmouth and Petersburg Rail-ways, will greatly enhance their profits, and advance the prosperity and wealth of Petersburg, Norfolk and Portsmouth.

The counties along the line have manifested the interest with which they regard it, by the handsome subscriptions which they have made.

The benefits to Wilmington will be immediately felt in the great increase in the exchange of commodities, which the increased facilities of communicating with a rich back country will afford. And she may be justly proud of the rank to which she will elevate herself, in having projected and carried into effect, an improvement which may be characterised as a great National and State work.

All, which is respectfully Submitted by,
Gentlemen,
Your obedient se'rv.
WALTER GWYNN,
Civil Engineer.
Wilmington, Aug. 15, 1836.

*Extract from the Report of Mr. Cass, Secretary of War, on National defence.

"The power of transporting troops and munitions of war, has already opened new views upon this object; and such is the progress and probable extent of the new system of intercommunication, that the time will soon come, when almost any amount of physical force may be thrown, in a few hours, upon any point threatened by an army. Nashville may succor New Orleans in sixty hours; Cincinnati may aid Charleston in about the same time; Pittsburg will require but twenty-four hours to relieve Baltimore; and troops from that city, and from Boston, may leave each place in the morning, and meet in New York in the evening. This wonderful capacity for movement, increases in effect, some of the most important elements of national power. It neutralises one of the great advantages of an assailing force, choosing its point of attack, and possessing the necessary means of reaching it. Detachments liable, under former circumstances, to be cut off in detail, may now be concentrated without delay, and most of the garrisons upon the sea-board may be brought together, and after accomplishing the object of their concentration, be returned to their stations in time to repel any attack meditated against them."

Health of the City.—There has been one death from Small-pox since our last—a servant of Mr. Jno. Devereux's. No new case has occurred, and there are only two now, in all.—*Ral. Reg.*

Mr. William A. Lucas, of this City, has been appointed Teller of the Bank of the State, vice Jesse Brown, Esq. resigned.—*ib.*

There was a white frost in Boston on the 9th inst.



TARBOROUGH,

SATURDAY, AUGUST 27, 1836.

Republican Nomination.

FOR PRESIDENT,
MARTIN VAN BUREN, of N. Y.
FOR VICE PRESIDENT,
RICHARD M. JOHNSON, of Ky.

DISTRICT ELECTORS.

1. ROBERT LOVE, Haywood Co.
2. GEORGE BOWERS, Ashe.
3. JOHN WILFONG, Lincoln.
4. ARCH'D HENDERSON, Rowan.
5. JOHN HILL, Stokes.
6. JONATHAN PARKER, Guilford.
7. WM. A. MORRIS, Anson.
8. ABRAHAM VENABLE, Granville.
9. JOSIAH O. WATSON, Johnston.
10. NATHANIEL MACON, Warren.
11. WM. B. LOCKHART, North'n.
12. HENRY SKINNER, Perquimons.
13. LOUIS D. WILSON, Edgecombe.
14. WM. P. FERRAND, Onslow.
15. OWEN HOLMES, New Hanover.

Election on Thursday, the 10th November next.

ELECTION RETURNS.

FOR GOVERNOR.

	Spaight.	Dudley.
Anson,		maj. 743
Beaufort,	236	755
Bertie,	489	336
Bladen,	27	maj.
Brunswick,	123	359
Buncombe,	533	1194
Burke,	516	1102
Cabarrus,		maj. 200
Camden,	12	400
Carteret,		111
Caswell,	1067	116
Chatham,	626	932
Chowan,		145
Columbus,	185	210
Craven,	668	267
Cumberland,	600	500
Curry,	150	
Davidson,	69	1287
Duplin,	250	
Edgecombe,	1191	71
Franklin,	564	308
Granville,	391	977
Greene,	150	
Guilford,	475	1145
Halifax,	465	565
Hertford,	264	379
Hyde,	157	460
Iredell,	226	1283
Johnston,	672	364
Jones,	120	228
Lenoir,	389	192
Lincoln,	1674	695
Martin,	250	
Mecklenburg,	1004	869
Montgomery,		782
Moore,	505	342
Nash,	679	102
New Hanover,	706	224
Northampton,	241	592
Onslow,	267	
Orange,	1132	1237
Pasquotank,	260	
Person,	498	230
Pitt,	511	483
Perquimons,		430
Randolph,	112	1009
Richmond,	63	616
Robeson,	507	408
Rockingham,	855	300
Rowan,	117	1642
Rutherford,		890
Sampson,	676	419
Stokes,	802	828
Surry,	1035	887
Tyrrell,	25	400
Wake,	891	864
Warren,	673	92
Washington,	34	377
Wayne,	716	180
Yancy,	536	110

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Part of the above, as will be observed, are majorities and not the full vote. The counties of Ashe, Gates, Haywood, Macon & Wilkes not heard from.

The members elected to the General Assembly are classed thus: Senate—Whigs 26, Republicans 24. Commons—Republicans 61, Whigs 59. Being a tie on joint ballot. Dudley's majority for Governor is variously estimated at from 3 to 5000.

Our County Court sat this week. Nothing unusual transpi-

red. The expense of the Poor of this County, for the year ending May Court 1836, was \$1137 90; \$211 50 of which were paid for re-building the Poor House, recently destroyed by fire.

Chinese Plant.—We were shown a few days since, a leaf of this extraordinary plant, of about 12 inches in breadth and 14 in length, the product of cuttings set out about the middle of May last. The plant is principally cultivated for food for silk worms, and grows to the height of about 8 or 10 feet. It was raised by Mr. Richard Randolph, of Pitt county, who contemplates cultivating it extensively. He also has a large quantity of the white mulberry in a state of cultivation from the seed.

We learn from the passengers in the Stage from Halifax on Wednesday, that the Jail in that place was burnt on the preceding night, and the inmates five in number also consumed. It was supposed to be set on fire by a maniac confined therein, who had been in the habit of making considerable noise, and consequently the cries of the prisoners were disregarded, until it was too late to afford them relief. One of the prisoners was a white female, named Susan Slade, charged with the murder of her twin infants—the others were negroes.

We copy from the Wilmington Advertiser, Extracts from the Report of the Engineer of the Wilmington and Raleigh Rail Road, and also the subjoined remarks, from which it appears the President and Directors have adopted the upper route, which passes about 12 miles above this place.

The Wilmington and Raleigh Rail Road.—We lay before our readers, "Extracts from the Report" of Major Gwynn, made to the President and Directors on the 15th inst. The western line crossing the North-East near the Big bridge—the Neuse near Waynesborough; the Tar near Rocky-Mount, and passing near Enfield—has been decided upon as the route.—The able and comprehensive Report of the Engineer gives a perspicuous topographical description of the country through which the road will pass; and shows, not only the practicability, but the facility of this enterprise, (so far as the term facility can reasonably be applied to a work of such extent,) and the incalculable benefits arising therefrom. Its utility in every point of view, is unquestionable; and the estimated revenue susceptible of almost absolute proof—we have, then, every inducement to press on to the prompt and effectual execution of this object. Every thing in relation to it wears the most favorable aspect; and the energy and promptitude, experience and ability, of the gentlemen who have it in charge, ensure its successful completion.

Iron for thirty miles of the road, 3 locomotives, and 30 cars and coaches, have already been ordered; as an instance of the promptness and zeal of the Engineer, and the manner in which the business of the company is conducted, we mention that the Report was made and route decided upon on the 15th, the same day hands were hired and the location commenced. Contractors are in waiting to take the work, and as soon as laid off, which will be in four or five days, ground will be broke.

MARRIED.
In this county, on Thursday evening the 18th inst. by S. B. Staton, Esq. Mr. Richard Bell to Miss Sally Jones.

Also, on the same evening, by L. R. Cherry, Esq. Mr. Thomas H. Cutchins to Miss Hester Ann Lynch.

DIED.
On Saturday, the 30th July, aged two weeks and two days, James Thomson Battle, only son of Mr. Amos J. Battle and Mar-