

THE STAR

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TERMS. Subscribers, three dollars per annum—one half in advance. Subscribers in other States cannot be allowed to remain in arrears longer than one year, and persons resident without this State, who may desire to pay the whole amount of the year's subscription in advance, will be allowed a discount of one dollar. Advertisements, not exceeding fifteen lines, inserted three times for one dollar, and twice for five cents for each continuance. Terms to the Editors must be post-paid.

HUNT & DUGGER, Petersburg, Va.

Are now receiving their Fall supply of Goods, embracing a full assortment of every article usually kept in a store. They will continue to receive, weekly, additional supplies of Goods in their line, such as Sugar, Coffee, Whiskey, Wine, Tea, Molasses, Rum, Cotton Bagging, Iron, &c. &c. They will at all times sell on the most favorable terms. They would inform their friends and the public that they are, as usual, prepared to receive consignments of all kinds of Produce, to the sale of which special attention will be paid to the best advantage. The strictest attention will be paid to the receiving and forwarding of all Goods sent to their care.

Their charge for selling Cotton will in future be only 50 cents a bale, and every care taken to preserve the interest of all those who may consign their Cotton and other Produce to their care. Petersburg, Sept. 4, 1834.

To Country Merchants.

Our present stock of DRY GOODS consists of every article necessary, or usually kept in a wholesale Dry Goods house, the majority of which have been laid in under the most favorable circumstances for cash. Any advantages derived from importing, we possess, along with those of having one of the partners resident in New York, and making purchases when the northern markets are in an inactive state. Our importations of Fall and Winter Goods, direct to this place from Liverpool, by the packet ship Jefferson and Taylor, recently arrived, have been very large, varied and well selected. We do not consider it necessary to enumerate the different articles or packages received; but we are satisfied our stock in general will be found as extensive as any here, and our terms as liberal.

Country Merchants would do well to examine before purchasing elsewhere, as we pledge ourselves that we shall not be undersold by any other house in the State. PAUL, MOLLAN & CO. Petersburg, Va. Sept. 2, 1834. 39 6w

Good Spring Country Seat for Sale.

The subscriber intends to remove, and wishes to sell his place of residence, situated one mile east of Salem, Stokes county, N. C., on the road leading to Danville, Greensboro, Fayetteville &c. The tract contains about fifty acres of well improved land; on it is a large two story frame building, a store house, good barn and stables, with other out houses, the whole in good repair.

The healthy situation, and a spring of excellent water, with the advantage of a good stand for a store and tavern, render the possession valuable. If I do not sell at private sale before the 27th day of October next, I will sell on that day to the highest bidder at public sale, and give reasonable indulgence. The terms will be made known on the day of sale. If I effect a private sale, I will give public notice thereof, to avoid disappointment. DAVID BLUM. Good Spring, Sept. 17, 1834. 40 5w

Atlantic and Mississippi Rail Road.

Letter of Gen. E. P. Gaines, to the Governor of Georgia, on the subject of the contemplated Atlantic and Mississippi Rail Road.

MEMPHIS, (Ten.) April 30, 1834.

Dear Sir—I take much pleasure in acknowledging your favor of the 3d of last month, in relation to the contemplated Atlantic and Mississippi Rail Road.

Believing, that if among the able and public spirited citizens and statesmen of the South and West there were any to be found at liberty to turn away from the turbid whirlpool of political party controversy, which has long engrossed the attention of the press and the forum of our country, and who would follow the example of our non-combatant hard working road-making neighbors of the northern, eastern and middle States, and who, in place of angry words, would engage in good works, that would serve as a safety valve to our constitutional machinery, by which all the antagonist vapor might be let off, and by which the malice power of all parties may be tempered, and successfully directed to the hallowed purposes of peace and union, by embracing in the iron and golden bonds of mutual interest and mutual self preservation all the component parts of our beloved country, leaving us all to cherish as we ought our respective State and Federal institutions, as equally our own INSTITUTIONS, created and designed by our revolutionary fathers equally for our own use and benefit, for good and not for evil purposes—I felt convinced that all such true hearted American citizens would concur in the opinion that the proposed rail road would prove to be a work of this description, and worthy of their patronage. With these impressions, I had taken leave to place your name high upon the list of patrons of the proposed work, and I thank you, dear sir, most cordially thank you, for myself, & in behalf of my railroad

lands in this quarter, for the very strong, clear, and comprehensive views and suggestions with which you have approved and sustained our plan and measures submitted to your judgment.

Notwithstanding the apparent variance in some of the views contained in the printed papers forwarded to you in the course of the last fall and winter, regarding the location of the proposed rail road, which papers were hurried through the press without sufficient care or correction, I am gratified to find that there is in fact but a very slight shade of difference between your views and those of the Bolivar Convention and their Executive Committee. Our knowledge of the particular geography or topography of the several sections of the country to which you refer, was too limited to enable us to designate the exact location of the work. We aimed, therefore, at nothing more than to give a start to the ball of railroad improvement, and to give an outline in general terms of the direction it should take; not doubting that the public functionaries and citizens of the several States and districts referred to, would correct our errors, supply our omissions, and select for themselves the most eligible sections of country for the reconnaissance of the Engineers, whose surveys and estimates are necessary to fix the final location of the work. A great part of the proposed location had indeed been very imperfectly explored by the chairman of the committee, who, however, had scanned the country more with a view to a military and commercial turnpike than to a rail road. Other members of the committee had explored parts of the proposed location, and we were unanimous in the opinion that it should turn the right flank of all the knobs and steep ridges of the mountains which terminate in the northern parts of Georgia and Alabama, leaving them to the left or north. This we believed would be accomplished, not indeed by a direct line from Memphis, or from Tusculumbia to Athens, Georgia, but by a line of very small and gradual curvature to the south.

The author of the Bolivar resolutions numbered one to five inclusively, and of the letter to the President of the United States, dated November 5, 1833, all of which were adopted by his colleagues without any alteration, deemed it proper, in speaking of Charleston, South Carolina, as an important point of intersection with the Atlantic sea coast, to name also Savannah, Georgia, as another prominent point of intersection. It will be seen in the letter to the President, particularly, that the two points were expressly mentioned. Each one of the committee, indeed, has at different times expressed opinions in favor of embracing Savannah as well as Charleston in our general plan.—Charleston was first named by the committee, because that city was deemed to be favored with the most eligible seaport; and moreover, because an efficient railroad company of South Carolina had been for some time previously engaged in the construction of the work from Charleston to Hamburg, near Augusta, Georgia, in a direction to Athens, Tusculumbia, and this place; which work was calculated to form the eastern section of the Atlantic and Mississippi Rail Road. Nor could we doubt that the capitalists of Augusta, with those of the northern and western counties of Georgia, would soon undertake and complete what we then designated the Georgia section of the work. Nevertheless, I at the same time deemed it more than probable that the capitalists of Savannah, and the central and western parts of the State of Georgia, would very soon lay out and construct a similar work in the direction which you have suggested from Savannah, via Macon, or Milledgeville, to the western border of Georgia, in a direction to this place.—Indeed, if the first advocates of the Atlantic and Mississippi Railroad in this quarter, immediately interested as they are in the Tennessee section, and consequently anxious for the speedy accomplishment of the whole work, were at liberty to prescribe the location of every other section, we should be more inclined to effect a union with the Savannah and Milledgeville line at or near the western border of Georgia, than at any other point on the line first designated from Augusta, via Athens, upon which direction we still hope to unite with the State of South Carolina.

My opinions and views upon this branch of the subject were based upon the views hitherto communicated to you, with those which follow, and which remain unchanged, namely: 1. I had no doubt that these two principal lines of railroad, passing through the most important agricultural, commercial and mineral districts of the State of Georgia, would open to the immense surplus productions of the Valley of the Mississippi, an outlet, and a choice of Atlantic and inland southern markets, far exceeding (probably much more than double) the extent and value of what either line would alone afford; and would consequently add in an equal ratio to the tolls and the immediate pecuniary value, to say nothing of the great public and national value of the western section of the proposed railroad.

2. These two principal lines of rail road, with some two or three lateral branches, leading to the south east and south, viz. one down the valley of the Chattahooche towards Appalachicola Bay, or to Tallahassee and St. Marks; a second down the valley of the Ocmulgee, to the great south-west bend of that river south of Hartford, thence via St. Mary's to St. Augustine, East Florida, or from Ocmulgee to Sawanna, to intersect on that river a railroad from Tallahassee to St. Mary's or St. Augustine; and a third and fourth from Milledgeville to Darien. Each of these branches will pass through a country requiring the greater part of the way, but little expense of excavation or embankment. These, I believed, would and inevitably to the national utility of the proposed work, by opening to your maritime frontier, and to that of East Florida, the immediate aid of the military resources of the great central and western States—military resources that may be most conveniently concentrated at this place—military resources which are already as great, and which promise ere long to be incalculably greater than can be concentrated at, and rendered disposable upon any other section of the United States, in as short a space of time, and at any thing near as small an expense—military resources which, with the help of the proposed railroads, may be thrown in a few days upon the whole south-eastern frontier of the U. States, in season for effective co-operation with our Atlantic brethren, against any and every assailant; whereby the whole southern and south eastern maritime frontier could be more effectively protected against an enemy wielding an army of a million of men with a thousand ships of war, than it could now without railroads be protected against an army of one hundred thousand men with eighty ships of war; as under existing circumstances, an enterprising enemy of the above strength, with a decided superiority of naval force, would be able alternately to pounce upon many, if not all of our exposed seaports and fortifications in rapid succession, turn our guns against us, and lay waste a large portion of the neighboring towns and settlements, before the citizen soldiers, even of the upper parts of the States invaded, much less the legions from this great valley, would be able to arrive at the alternate points of attack. These views are predicated on the unquestioned and unquestionable conclusion, that the enemy's vessels would avail themselves of the aid of steam power in mooring in and out of our seaports and harbors. This mode of approach we must prepare the means of counteracting by rail roads, and by steam power applied to floating batteries; the latter of which I have at different times, for ten years past, taken leave officially to recommend, preparatory to a state of war; not doubting that the introduction of steam power, and its application to all vessels and vehicles employed in war, "on flood or field," will produce an entire revolution in the means and mode of attack and defence of forts and other places, as well as a change in military operations generally upon the maritime frontier. Whereas, without railroads, such as the one under consideration, the disposable force which the great States in the valley of the Mississippi are capable of affording, would in the course of a single campaign cost more in uselessly marching towards places overcome and left in ruins by the enemy, than the expense of constructing the railroad would amount to; as the enemy would be seldom if ever be found by this force, unless indeed he could be bound, by an article of agreement or otherwise, to wait for us some weeks longer at the place of his disembarkment, than his interest or safety would suggest. In a word, the Republic must be preserved, and for this purpose we must have railroads leading from the interior States, containing the great disposable force of the republic, to the maritime frontier.

3. These two principal lines of rail road passing through the State of Georgia, will not for more than fifty, or at most sixty miles, conflict with the interests of each other; nor will the construction of either materially lessen the means necessary for the construction of the other; for as soon as any section of twenty five to fifty miles of either end of the work is completed, the tolls upon that part of the work will very soon amount to the interest on the capital expended in its construction, and gradually increase, until the capital itself is reimbursed, affording ultimately a perpetual increasing revenue of great value. This process, it is believed, will be accomplished more speedily in a rich cotton growing country, like most of that on the central, northern, and western parts of Georgia and Alabama, than in many of the northern, eastern, and middle States. Upon the upper route of Georgia, several of the counties exhibiting the poorest surface, and apparently least adapted to the culture of cotton, abound in mineral wealth; and upon both routes great quantities of tar-pentine, tar-pitch, and stone of various kinds, which at this time may not bear the expense of transportation, will enter extensively into the commerce of the Valley of the Mississippi (where there is no pine, and in places where there is no stone) in exchange for lead, cotton bagging,

bacon, and flour, affording to the owners of common pine lands, and mill-stone and grind stone rock, profitable employment, and a handsome income for what would otherwise be of little or no value to them, but to the rail road proprietors, would afford many thousands of dollars increase of revenue annually. These last mentioned items are here, glanced at, merely to show that the staple productions of Southern agriculture, cotton and rice, with foreign merchandize, are by no means the only description of rail road freight to be calculated on. All kinds of substance, with other products of agriculture, and even manure of various kinds, will be found, as the country improves, to enter largely into the articles of rail road transportation in both directions; but more especially from the Valley of the Mississippi to the eastward and southward.

4. The rail roads will be constructed mainly by calling into action that class of native American genius, which would otherwise languish and waste itself away, for want of judicious direction and profitable employment—by industrious and enterprising young men, which every section of our country is already capable of affording and arming with the irresistible weapons necessary to enable them, in obedience to the sublime mandate of Holy Writ to "replenish the earth and subdue it." The hidden mineral treasures of the country, which the progress of the work would develop, as well as those apparently small and scattered, but in fact very extensive supplies of materials for food and raiment, which every year waste away upon the hands of the inhabitants of the interior sections of our country for want of a market, will do much towards the accomplishment of the work; supplies which the certainty of a good market, such as the proposed Rail roads would afford, from the moment of their commencement—supplies that would every year be augmented by new improvements and by encouraged industry, until they would far surpass the immediate wants of the increasing influx of population, and operatives upon the work—and upon its completion, these increasing supplies would be poured into the improved streams of transportation and commerce, gradually swelling the profits of both, as the thousand tributary rills and rivulets swell and expand the great river into whose bosom they constantly pour their liquid treasure, whenever a kind Providence is pleased, after a long and blighting drought, to replenish them with the fertilizing showers of returning spring and summer. Besides, the construction of one Rail road in a State like Georgia, Alabama, Mississippi, or Tennessee, would contribute soon to create the means of constructing similar works in other parts of these and the neighboring States, by the rapid increase of agricultural and commercial advantages to the neighboring inhabitants, by the consequent increase of State and national wealth, by multiplying among us, experienced engineers, scientific mechanics, and other able operatives, with habits of industry and useful enterprise, not only giving to every class profitable employment, but rendering them in the highest degree useful in peace, and prepared to be doubly useful in war; whilst most of the money paid to them would be kept in active circulation among the industrious mechanics, farmers, planters, and merchants of the South and West, in place of its being carried off to the great cities of the North and East—to form every year a new bone of contention, or be shipped to foreign countries, as it has often hitherto been.

5. The agriculturists contribute mainly to FREE ALL and for the most part to CLOTHE ALL the human family who enjoy the blessings of civilization. No civilized man, woman, or child, of the American Republic, particularly can enjoy health and comfort for many hours in succession, nor even life itself for many days time, without the aid of some of the products of agriculture. To say that agriculturists are as dependent on non-agriculturists, because the latter buy, and eat, and wear some of the products of agriculture, as the latter are on the former, is almost as absurd as it would be to say that the ever-living purveyor of vital air and pure water is dependent on man, because man necessarily breathes air every instant of his life, and drinks water every day of his life. The agriculturists, moreover, pay all expense of transportation in their commerce with all other classes of the human family—whether carried on in the products of agriculture or in their exchanges for foreign merchandize, or the fabrics of domestic manufactures. The merchant is as emphatically the agent or factor of the agriculturist, as the public representative elected by a people enjoying the privilege of self government is the agent or servant of that people. The merchant makes no trip to the great city to which the South and West have long paid a voluntary tribute of as many millions per annum as would construct the proposed Rail Road, a work that would forever put an end to that humiliating tribute. The merchant makes no trip to that great city but at the expense of his agricultural customers: they pay the expense of his long journeys to the northern or eastern market, the ex-

pense of his theatrical amusements, the expense of trips of pleasure to Saratoga, and the tax levied by the great northern State on the auctioneer, of whom the merchant buys his goods—a tax more than sufficient for the liberal support of any one of these enormous western or southern State Governments. They (the agriculturists) pay also not only whatever the merchant chooses to contract for, for the transportation of his merchandize, its insurance, &c. but a large per centage on the amount so expended by him. Nevertheless, we cannot but admit that an honest, industrious merchant, is a very useful member of the community, as is an honest industrious lawyer, doctor, or mechanic—all, all such are honorable and worthy members of society; but they are all mainly dependent on the cultivators of the soil. If, then, as I contend, this great and independent class of the American family, constituting the main pillars of the Republic, FREE ALL and CLOTHE ALL, and PAY ALL EXPENSES OF TRANSPORTATION, as they will never hesitate to unite in favor of a system of internal improvements, which will reduce the expense of transportation from 30 dollars to one dollar per ton or, in other words, from 60 cents per ton per mile, to two cents per ton per mile. More especially, when it is palpable that this immense reduction in the price of freight is inseparably connected with, and must necessarily result from, a system which will inevitably and forever render our merchants and ourselves independent of northern and eastern cities, and make our own southern and western seaports in all respects at least equal, and in some respects, superior for commercial purposes, to those of any other part of the United States. In respect to our northern and eastern neighbors, I wish to be clearly understood, I am far from indulging in any unkind, sectional, or invidious feeling towards them; on the contrary, having known in intimately many of them, and witnessed with grateful admiration their unsurpassed gallantry and perseverance in the defence of our common country, and their exemplary patriotism, virtue, industry and usefulness in their civil pursuits, I have long cherished towards them sentiments of affectionate respect; I have viewed many of their municipal regulations, particularly their systems of instruction, their manufacturing establishments, and their measures of internal improvements, as worthy of our highest praise and admiration; I have uniformly felt joy at their success in these measures, and an ardent desire that we of the South and West should follow their noble example; that we should make good roads, and for ourselves useful commercial and manufacturing establishments; but that we should make them cooperate with, and not to control, the agriculturists of the southern, western, and middle States, or to injure our northern or eastern neighbors.

6. Although the time is rapidly approaching and near at hand, when rail roads will contribute incalculably more than steamboats have ever done, or can ever do, to the immediate benefit of all the agriculturists of our country, as well as those residing far distant from any of those in the vicinity of Steamboat navigation; this desirable object is to be effected, not by efforts to foster the growth of a few great cities, but rather by efforts to diffuse throughout every district and settlement affording mineral or agricultural products for market, all the benefits which the immediate vicinity of large cities afford. Steamboats have contributed to enable the people of Cincinnati, O., Louisville, Ky., and St. Louis, Mo., and some other inland towns, to purchase foreign merchandize at retail stores on nearly as low terms as at the retail stores of New York, whilst the prices in thousands of other places throughout these States, out of the reach of steamboats, are 25 to 100 per cent. higher; whereas the rail road system will contribute to reduce every where retail prices of foreign merchandize to the rates, if not below the rates, of the retail stores of large cities.

A comparative view of the difference in the expense of house rent, subsistence, and fuel, between a large city and a small inland town or country village, in favor of the latter, will show that the merchant of the latter, aided by Rice, Tobacco, or Cotton-growing customers, will be able to pay a less expense of railroad transportation for 500 miles, and then sell as low, and make as good a profit as the great city retail merchant. It would be found also that where ver Railroads can be most conveniently approached by lateral branches from rich subsistence or cotton-growing settlements, there will spring up, as if by magic, wholesale stores and banks, sufficient for all the facilities of commerce that the population, industry, and wealth of the surrounding country would demand. The proposed Atlantic and Mississippi Railroad will doubtless sustain on its whole line, wherever healthful water and salubrious air may be found combined with an eligible site, commercial establishments of the description just now alluded to; but of very large cities there will probably be but few, and these will be confined principally to the points of junction with the sea coast, and with large navigable

rivers; because at these points the cargo must be transhipped, or removed from one vehicle of transportation to another, making a permanent change from water to land, or from land to water. These changes may at times take place at Augusta, Milledgeville, Tusculumbia, and Decatur—but principally at this place, Savannah and Charleston. These changes will require time, and consequently warehouses, large wholesale stores, banks, and mercantile men, with all the various concomitants of large cities—because at these points a great part of the products of agriculture, and much of the foreign merchandize, conveyed upon the Railroads, will change owners.

7. The expense of the proposed work will probably be less per mile than that of any railroad constructed for general purposes of transportation in any of the northern or middle States—inasmuch as a great part of the country over which it will pass is less undulating, and less rocky, than the country over which most of the Railroads in the northern and middle States are constructed; for example, the Tennessee section of the work, which will probably be from 60 to 70 miles, is without rock of any kind, that would, from present appearances, require more expense of excavation, than the common clay of this region, which is generally alluvial, porous, and pervious.

The Mississippi section, 35 to 40 miles, in extent, is also generally free of hard rock, though it is more undulating than the Tennessee section, and the surface of some of the ridges exhibit indications of rock of various kinds, but principally red sand rock, in small detached masses. The Alabama section, though in many places rocky, is generally so nearly level as to require but little excavation, until we approach near to the western boundary of Georgia. On that part of the Alabama section, there will be found some rocky knobs and ridges, extending into the State of Georgia, but to what distance I have not been able to ascertain. It is believed, however, that from the valley of the Tennessee river near Decatur, across the broken grounds, upon the head waters of the Coosa to the western boundary of Georgia, and thence to Milledgeville on the central route; and from the same western point to Athens on the upper route, not more than one fortieth part of the way will be found to contain rock of any kind, calculated to impede the progress of the work, or materially to increase the expense of grading. From Milledgeville or Macon, to Savannah, Darien, St. Mary's, St. Augustine or Sawanna, it is believed that there will not be found 100 perch of rock; nor will there be much more from Athens to Augusta. Consequently, the greater part (possibly 40-50th) of the way from the Mississippi river at this place, to Savannah, Ga., a distance of near 600 miles, will be found to be destitute of any such elevated masses of rock as to impede materially the excavations, or to increase the expense of the work,—and though the country is for the most part gently undulating, yet it is not more so than may be overcome without many deep cuts and without any inclined planes requiring stationary steam power; or if any, it is believed they will not exceed two or three—possibly one or two in passing from the Tennessee valley across the country to the Coosa, and thence to the Chattahoochee river; and perhaps one in passing over the ridge from the Chattahoochee to the Ocmulgee river. The Coosa, Chattahoochee, Ocmulgee, and Ocmulgee, with some smaller rivers and creeks, will each require a wide bridge; for which purpose, there will be found at or near most of these places in Georgia and Alabama, suitable building stone. Vast quantities of iron, however, are much less expensive than the aqueducts of canals.

Upon the whole, I am of the opinion that the Tennessee section of the work, with at least a moiety of the Georgia section, and more than a moiety of the Alabama section, comprising altogether of nearly 300 miles, will not average more than 20-600 per mile; the remaining part may be estimated at eight thousand dollars per mile; 27,000 per mile, may, therefore, be fairly estimated as the probable expense of the whole work. But, if eight thousand dollars per mile is taken as the maximum estimate of the whole work, we shall find upon a moderate estimate of the probable annual amount of freight and traveling passages, that the capital invested will yield a dividend of from 15 to 20 per cent. per annum, during the first ten years after its completion; that in this period of time it will clear the whole amount of its construction and first thorough repair, with the expense of an additional track, which by that time will be needed; after which time, if it were held, as it should be, by the States through which it is to pass, as their own property, the clear profits which the vast increase of population, improvement, and commerce would insure, would afford to each State a perpetual revenue of from 50 to 4,000 dollars per mile, on the main line, with 1,000 to 1,500 dollars per mile on each branch—a revenue which would enable each State, without ever resorting to any other mode of taxation to defray every expense of State Government—

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