

SOUTHERN CITIZEN.

WHAT DO WE LIVE FOR, BUT TO IMPROVE OURSELVES AND BE USEFUL TO ONE ANOTHER?

VOLUME III.

ASHEBORO', (N. C.) FRIDAY, JUNE 14, 1839.

NUMBER 20.

PUBLISHED WEEKLY:

BY
BENJAMIN SWAIM.

TERMS.

Two Dollars per annum, in advance, or Three Dollars, if not paid within three months from the date of the first number received.

No subscription to be discontinued till all arrearages be paid; unless at the discretion of the Editor.

A failure to order a discontinuance before the expiration of the subscription year, is equivalent to a new engagement.

All Letters, Communications, &c. to come post paid.

Prices for Advertising.

Advertisements will be conspicuously and handsomely inserted at \$1 00 per square of 16 lines; and 25 cents for every subsequent insertion.—No advertisement, however short, will be charged less than for a square.

Court Orders and judicial advertisements will be charged 25 percent higher; (we sometimes have to wait so long for the pay.)

Those who advertise by the year will be entitled to a deduction of 33 per cent provided they pay in advance.

From the N. C. Standard.

INTERNAL IMPROVEMENT.

We promised to make some further remarks relative to the Wilmington and Raleigh Rail Road; but in place thereof we insert extracts from a letter that was written to the Editor, from Wilmington, by a gentleman of high character who was on a visit to that town. We doubt not our readers generally will see the author in the sentiments of the writer; so that we should not be taking a very high responsibility if we inserted his name. However, the letter does not expressly confer the right to do so, and we are content with publishing the facts and thoughts; and expressing our thanks to the author, hoping that we may often hear from him on the interesting subject which he has so much at heart, and the details of which he so well understands.

Wilmington, 25th April, 1839.

Having been called on to act in our Legislature of 1836, and thereby to incur a full share of the responsibility of what was done by them, it is natural for me to feel anxiety about the result of our plans of Improvement. The maxim which guided the State Councils of that period, was to "Do something," to concentrate our means on works that would be certainly executed; to embark far enough to demonstrate the practicability of improving North Carolina, but not to go far beyond our present means as to involve the State in heavy public debt, should our best devised schemes unexpectedly fail of success! As a member of that Assembly, as a citizen of North Carolina, and as a friend to a judicious and cautious system, for gradually improving "my own native land," I do rejoice to find that our work was not altogether in vain. Facts however are better than speeches, and I send you a summary. They are not generally known, and if they were, it will do no harm to repeat them. I touch for their accuracy, since I have seen what I write to you.

The Rail Road from Wilmington towards Roanoke, is in full and successful operation from Wilmington to Waynesborough, 84 miles, (I say nothing of the 20 miles that are finished at the end next to Roanoke, as I have not seen that) and a line of steam boats belonging to the Company, runs every day, and connects Wilmington with Charleston. The grading upon the unfinished part of the Rail Road is very far advanced, so far, that the Engineer expects after July, to extend the line of finished railway 10 to 12 miles per month, until the whole is completed! I remark some other things that have surprised me, and probably they may interest others.

The country through which this road passes from Wilmington to Waynesborough is so level, that there are only two points on the whole line of 84 miles, where the excavation is deep enough to make the carriage or cars!

2nd. At each of these, the length of the excavation, is less than thirty yards, as I should judge, without an actual measurement!

3rd. The curves in the Road are very trifling, and for more than half the distance this Road is perfectly straight!

4th. Even in this present state, (I mean with the Road in operation, but half the distance or a little over it) the receipts for passengers and produce through the whole line, Stages, Steam boats and Cars, average about 800 dollars a day!

5th. There is a mistake in the public mind. (I confess I have heretofore labored under it myself,) about the nature of the country over which this line of rail way passes. We have supposed it was a sterile waste, dependent on its extremes for support, but not so. I have travelled over most of the Rail Roads north of us, and I doubt if there be any one which passes over a country, that yields more produce for transport than this! Produce is now lying all along the line, at the several Depots, although a train is daily employed in its transportation.—The chief profit to the stockholders will of course proceed from travellers, but the benefit to the planter will be great in the facility afforded by the Road, for carrying his produce to market, quickly and cheaply! I was reminded, of the discussions on this subject in 1836, when I saw a produce train laden with Bacon, Cotton, Turpentine &c. &c. and if my friend who then confidently supposed and therefore positively asserted, the impossibility of transporting Turpentine on this Rail Road, had seen to-day, (as I have,) several hundred Barrels deposited at the ware-house from the Cars, he would have laughed at his own pledge to "eat all the Turpentine this Road ever conveyed to market!"

6th. But there is another fact connected with this work that does great honor to the Engineer, while it demonstrates the aptness of our State for Rail Road Improvements. It is this: Though the estimates of the cost were originally made when the price of labor was much lower than it is now, the Rail Road it is still believed will cost more than his first estimate, and that belief is warranted by the expenditures thus far incurred!

It will indeed be a wonderful event when any great public improvement shall be finished for a sum that falls within the estimate of its cost! Nor is this expectation contradicted by the fact that the company has been, or will be, obliged to borrow money, for it must be observed that the prices of steam boats and stages, &c., which have been purchased to set the line into present operation, and for the conveyance of the daily mail, &c., added to the amount of unsubscribed capital, and the instalments not yet called in, equal, if they do not exceed, the sums borrowed. It would be honor enough for one man even if he should do this work for 10 per cent. over his estimates! How gratifying to every real North Carolinian to witness the progress and prospects of this work. It is almost, if not altogether, certain that the stock in this road will be a safe and profitable investment; still it is to my mind most evident, that we are in danger of falling into error when we regard the effect it is to produce of itself in elevating the commercial character of N. Carolina, or increasing the trade of our chief port, Wilmington.—As a stock—as an investment of money for the sake of reaping profit in the shape of dividends, this rail road must be exceedingly valuable, nor is it destitute of considerable benefits in the other aspect of the subject. But if the effort to connect our western counties with the Cape Fear river proves successful; if the road from Fayetteville to the Yadkin shall be constructed and the counties above are there by brought down to our own port and connected with this road at Wilmington, through the Cape Fear, the effects it would produce upon North Carolina as a State, and upon Wilmington as a point for our trade, would be incalculably greater! The moral, political, and pecuniary results are so manifest, and to the mind of a North Carolina Patriot, so dazzling, that we may regret there has been left a chance for disappointment! For one, I do not hesitate to own that in such a case I shall mourn over the

neglect of our law-makers to declare that if three-fifths of the stock did not suffice, North Carolina should take four-fifths!

The State is practically divided.—The East and the West cannot now reach the other. Our domain is like a farm separated into parts by a gulf, and it is wise, it is necessary to build a bridge across it, and bring these two great parts together. Not to do it will be to leave each one weaker and make each one poorer; and above all to cast both off from the mutual protection and sustenance and affections of the other, and force them to seek the confidence, or submit to the exactions of strangers. In a word it will be to dismember our mother State.

The valley between the western planters and our eastern merchants is as absolute a barrier to their mutual intercourse as though there was a "great gulf between them." One Constitution—one political destiny—one system of laws—one State Government belonging to each and to both of the parts, and yet the western half is obliged to go to others for supplies, to look unto others for their trade. They go abroad for every thing but a law to tax them, and nothing can correct this evil, nothing will remove this burden but to build a bridge to form at least this one line of connection between them and us. If the tolls of crossing should barely keep it in repair, the general interest of the whole, and the common interest of the republic, would well justify the expenditure! I wonder that all our people do not concur in this, and I am astonished when I see men, men of intelligence—attribute selfish and sectional motives to such a venture to express this opinion.

Why cannot all of us, in all sections, concur in the common object of uniting the West to the East, before we go another step in debt for less urgent and more local improvements? Why is it that we will not go to complete this main body of our system before the State is over-laden with debt in the making of branches?

Yours, &c.,

From the N. C. Standard. THE STATE LANDS.

The Washington N. C. Republican has an interesting editorial article on the subject of the State lands. It may be, as the editor says, that too little attention is paid by the press of North Carolina to State interests, and we hope there will be an improvement in this subject. Not the least of the difficulties which oppose the promulgation of matter relative to home affairs, is to be found in the low prejudices of high minded men. An editor shall but speak in terms of just praise in relation to the enterprise of a particular section, to ensure the denunciation of his acts and the misconstruction of his motives. We have experienced this in our attempt to do justice to the patriotism and zeal of the builders of the Wilmington and Raleigh railroad; though we have not told half the truths we intend to their praise, nor attempted to yield them a moiety of the honor to which they are entitled.

We make an extract from the article in the Republican. The lands alluded to are in the counties of Hyde and Tyrrell:

"The legislature at the session preceding the last, appropriated the sum of \$200,000 to be expended in improving the swamp lands of the State, under the direction of the Board of the Literary Fund. This section of country was selected as combining the greatest facility of draining; and two canals were early located, extending from Pungo and Alligator Lakes to Pungo River. The selection of country was eminently happy. The people on Pamlico sound had seen, without regret, the public funds invested in railroad stocks in the South, East, and West; and, without a prospect of personal advantage, had cheered on the awakening spirit of enterprise; and now when this money was to be expended among them, they hailed as a generous donation what might have been demanded as a right. The Board have done their part:—proposals have been invited from contractors; it now only remains for the people to do theirs. Surely there is energy enough to consummate this great work

"The State is the undisputed proprietor of 150,000 acres of wilderness.—In this tract, the Pungo and Alligator rivers head; and at the summit of the tract are two beautiful lakes of the same names. Around the lakes, is a narrow margin of high land, studded with huge oaks and poplars, crowned with vines, and the soil is entirely concealed by the wildest vegetation. A stranger would hardly believe, that in the midst of N. Carolina, was so rich and lovely a spot where the axe had never been.—The elevation of the two Lakes Alligator and Pungo may now be confidently stated to be—the former 10 feet and the latter of 16 feet from the points on Pungo river where their respective canals will terminate."—Mr. Shaw's 2nd Report.

"These lakes have not outlet except when overflowed by violent rains. Generally their waters find their only way to the rivers by filtering through the porous soil. The intermediate country is of course swamp, and with the usual growth of swamp lands—often only a bed of reeds sometimes thick shrubs, and a few scattering trees. This renders a canal easy to be cut, it furnishes no argument against the fertility of the soil, when, from ditching or accidental causes, water is removed, its appearance is instantly changed and heavy trees spring up as if by magic. The vegetable soil varies from ten to three feet in depth, and rests generally on a bed of clay."

THE BATTLE OF KING'S MOUNTAIN.

Interesting Revolutionary Document.—We have never seen the following document in print which we now publish from the original manuscript, in the possession of a gentleman of this town. It gives an account of a brilliant affair in our Revolution, drawn up at the time by the chief actors in it, and expressed in the plain strong style that belonged to the period. This, with very many other battles of the South, has never attracted the applause, or attained the historical notoriety which have attended the Revolutionary incidents of the North, and so much more been done by the People and the States in that section to commemorate and signalize them, that the present generation in the neighborhood of Cowpens and King's Mountain know more about Bunker's Hill and Lexington, and more of Starke and Putnam, than of Pickens or Campbell.

"No monument, inscription-stone; Their race, their deeds, their names almost unknown!"

We have always thought that those battle-fields in our State which were illustrated by the gallantry and devotion of our ancestors should be marked by permanent mementoes, at the cost of the State—every one, from Fort Moultrie to King's Mountain. And he who would carry such a measure through the Legislature, would himself deserve a monument.—Columbia Telescope.

"A statement of the proceedings of the Western Army, from the 25th day of September, 1780, to the reduction of Major Furgison and the Army under his command

"On receiving intelligence that Maj. Furgison had advanced up as high as Gilbert Town, in Rutherford county, and threatened to cross the mountains to the western waters, Col. William Campbell, with four hundred men from Sullivan county, North Carolina; and Lieut. Col. John Sevier, with two hundred and forty men, from Washington county, North Carolina, assembled at Watauga, on the 25th day of September, where they were joined by Col. Charles McDowell, with one hundred and sixty men, from the counties of Burke and Rutherford, who had fled before the enemy to the western waters. We began our march on the 26th, and on the 30th we were joined by Colonel Cleveland, on the Catawba river, with three hundred and fifty men from the counties of Wilkes and Surry. No one officer having properly a right to the command in chief, on the first of October we despatched an express to Major General Gates, informing him of our situation, and requested him to send an officer to take command of the whole.

In the mean time, Col. Campbell was chosen as commandant until such general officer should arrive. We marched to the Cowpens, on broad river in South Carolina, where we were joined by Col. James Williams, with four hundred men, on the evening of the 6th October, who informed us that the enemy lay encamped somewhere near the Cherokee ford of Broad river, about thirty miles distant from us. By a council of the principal officers, it was then thought advisable to pursue the enemy that night, with nine hundred of the best horsemen, and leave the weak horse and footmen to follow as fast as possible. We began our march with nine hundred of the best men, about 8 o'clock the same evening, and marching all night, came up with the enemy about 3 o'clock, P. M. on the 7th, who lay encamped on the top of King's Mountain, twelve miles north of the Cherokee ford, in confidence that they could not be forced from so advantageous a post. Previous to the attack, on our march, the following distribution was made:—Col. Selby's regiment formed a column in the centre, on the left; Col. Campbell's regiment another, on the right; part of Col. Cleveland's regiment, headed in front by Major Winston and Col. Sevier's regiment, formed a large column on the right wing; the other part of Col. Cleveland's regiment, headed by Cleveland himself, and Col. William's regiment composed the left wing. In this order we advanced and got within a quarter of a mile of the enemy, before we were discovered. Col. Selby's and Col. Campbell's regiments began the attack, and kept up a fire on the enemy, while the right and left wings were advancing forward to surround them, which was done in about five minutes, and the fire became general all around. The engagement lasted about five minutes, the greater part of which time a heavy and incessant fire was kept up on both sides. Our men, in some parts, where the regulars fought, were obliged to give way a small distance two or three times, but rallied and returned with additional ardor to the attack. The troops upon the right having gained the summit of the eminence, obliged the enemy to retreat along the top of the ridge to where Colonel Cleveland commanded, and were stopped by his brave men; a flag was immediately hoisted by Captain Depouture, then commanding officer, (Major Furgison having been killed a little before,) for a surrender. Our fire immediately ceased, and the enemy laid down their arms, the greater part of them charged, and surrendered themselves prisoners to us at discretion.

"It appears from their own provision returns for that day, found in their camp, that their whole force consisted of eleven hundred and twenty-five men, out of which they sustained the following losses: Of the regulars, one major, one captain, two sergeants, and fifteen privates, killed; 35 privates wounded left on the ground, not able to march; two captains, four lieutenants, three ensigns, one surgeon, five sergeants, three corporals, one drummer, and forty-nine privates, taken prisoners. Loss of the Tories: Two Colonels, three captains, and 201 privates, killed; one major, and 127 privates wounded and left on the ground, not able to march; one colonel, twelve captains, eleven lieutenants, two ensigns, one quartermaster, one adjutant, two commissaries, eighteen sergeants, and 600 privates taken prisoners. Total loss of the enemy, 225 men, at King's Mountain.

"Given under our hands, at camp.
ISAAC SHELBY,
WM. CAMPBELL,
BENJ. CLEVELAND.

CROPS IN MISSISSIPPI.

The Natchez Courier of the 17th received last night by the steamer Pergana, represents the cotton crop as extremely unpromising. A letter from a planter in Washington county states that he had planted his whole crop twice, and a part of it 3 times, and that it dies almost as fast as it comes up. It seems that the fields are ravaged by a small insect, which appears in immense numbers upon the leaf and devours it. The same letter states that the corn crops look very flattering.—N. O. Bee