withstanding their great cost, because captalists are there satisfied with the receipt
of three per cent, on their investments, are
kept up to the manner referred to. It being impressible for us in America to follow
the English fashion, is this matter, our
reads have generally been unde of wood,
with a small list of iron laid on it, at an
average cost of only \$20,000 per mile.—
I rom the perishable nature of the conterials
the wooden portion has to be removed as
laust once in six years. The expense, therefore, of repairs, together with that of keeping the locomotives in motion, sto. requires
the application of a large sum of money anmunity. Though the receipts seem to be
forgs, yet they are thus principally absorb
and. Hence nose but I those reads over
which there is much travel pay a fair dividand. Suppose, sir, we were to construct
a tail soud of the length that this bill proAll of this travel will thus be thrown on end. Suppose, sir, we were to construct sail send of the length that this bill pro-sess, what would it cost? Assuming it to

sade to the Yadkin at least. A road to that place. Raleigh is also within thirty

Thave endeavored, Mr. Speaker, to make comparison of the cost of transportation a gamparison of the chet of transpo on rail roads, and on some other spe reads, with the view of ascertaining which merous and rich, is well known. Copper, is best mitted to our country. But I hope also, appears to be extensively diffused. It estor will take my calculations on t. Let each one examine the matter himself and correct me if I am wrong. desire to deceive no one. A statement gh and Guston Rail Road, exhibiting

this sort of conveyance. But I cannot time that any other between the East and the West. If a turnpike were completed, the distance to Knaxville would be passed over at the rate of six miles per hour, in two days and a half; at eight per four, in less than two days and a half; at eight per four, in less than two days and a half; at eight per four, in less than two days and a half; at eight per four, in less than two days and a half; at eight per four, in less than two days and a half; at eight per four, in less than two days and a half; at eight per four, in less than two days are there are the contract than two days and a half; at eight per four, in less than two days are there are the contract to the contract time that any other between the East and the work of the work of the contract time that any other between the East and the work of the work of the work of the work of the contract time that any other between the East and the work of the work of

All of this travel will thus be thrown on a \$20,000 per mile, and it certainly met be made for less, and taking the connection between this place and the Wil-It may, therefore, be regarded as imnoticeable. But it is said that it might be
the bave facilities afforded for reaching at river would cost above two millions.— miles of the navigable waters of the Neuro appose it were even now finished, there River; and this tempike will inevitably find sould be but little travel along it, and the its way there. We should thus, sir, have it in

is be but little travel along it, and the importation of produce at the acceptomrates would posther benefit the farmer is, nor enable us to keep it up without the fish and other commodities of the cast.

A large portion of the country, Mr. Speaker, to make amperison of the chest of transportation of precious metals, gold and eliver, are numerous and rich is well known. Connections of precious metals, gold and eliver, are numerous and rich is well known. has not, as yet, been much sought for, be cause the process by which the ares are ra-duced, is tedious, and requires much capital, But, if our means of gotting to the seabour were improved, we could send the ores to England and sell them at a profit.

ost of transportation from Potersburg Lead is also found in many places, es place. I have also endeavored to pecially in Cherokee; but from the difficultant the like cost on a M'Adamized ty of conveying it any distance, as things ty of conveying it any distance, as things now are, and from the want of capital, the mines are not worked. That metal however, which, of all others, contributes most to the wealth of the country containing it, iron, is most extensively differed. I hold in my beed a view of the statistics of Lincold country, made by the deputy marshal during the present year. I shall, however, trouble to the part deducting the mane tolls as these are for the production of a part deducting the mane tolls as these are for the production of a part deducting the mane tolls as these are for the production of a part of the statistics of Lincold country, made by the deputy marshal during the present year. I shall, however, trouble to the fear deducting the mane tolls as these are four thest furnaces for the production of a part of the statistics of Lincold country and beginning that twen are four that furnaces for the production of a part of the statistics of Lincold country and by the deputy marshal during the present year. I shall, however, trouble to the Senate with but a few items. There are also fifty four flouring into the manufacture of doll in the part of the country out a part of the present year. I shall, however, trouble to the Senate with but a few items. There are also fifty four flouring into the country out a part of the country containing it, iron, is most extensively differed. I hold in my beed a view of the statistics of Lincold country, made by the deputy marshal during the present year. I shall, however, trouble to the statistics of Lincold country, made by the deputy marshal during the present year. I shall, however, trouble country, made by the deputy marshal during the present year. I shall, however, trouble country, made by the deputy marshal during the present year. I shall, however, trouble country the marshal however, trouble country the marshal however.

And the second of the second o

The whole of our mountain region is one of the most inviting in the world. Its summer climate is said, by travellers, to surpass that of Switzerland; its skies are Itsina; there are fountains of icy coldness, and limpid streams and green velleys. The lover of natural accourty will find there too, the precipus and the cascade, or he may ascend the blue mountains, and pass along their tops, for miles, over plants six thousand feet above the ocean, with the clouds beneath him. If our friends from the East, good visit it, as I am sure they would do, if not in feeting, as well as in name? Ought

ways, which resemble some of our modern improvements; and portions of which are now found in Western Asin, apparently as fresh and unworm, as when they were first laid down. There were thirty-eight thouse and miles of such road, in that empire, sufficient to courcle the earth once and a belf, and affording the best evidence of its power and wisdom. England now has twenty five thouseand miles of AlcAdamized roads.—Many of our stater States, especially Pomensylvants. Kentucky and Tennessee, have gone extensively into this species of improvement, and are still progressing rapidly.

Look to what Virginia le doing immediately on our Northern berder, (Mr. C. then exhibited a map of Virginia with the turnable off on it.) The syrface of the State seems checkered allower. Notonly is she engaged in constructing great thoroughfares, but almost every county in her bouders has the road. The legislature deals out the public money with a interal hand in all directions. The Valley turnpike, when completed, will pass through slessed and notice of the State, to the boeders of Tennessee pear Knowville. If we do nothing, the travel Northward will soon be diverted in a great measure from our torritory. Georgia and South Carolina are making afforts withing purpose in view. The latter State formerly, made a torspike up to the lips of Bancombe.

Mr. Beyden presented a petition from the country of the country and a portion of suid country and and of the country of the State formerly, made a torspike up to the lips of Bancombe.

Mr. Boyden presented a petition from the torpic on the Jodeinary were instructed to on the Jodeinary were instructed to on the Jodeinary were instructed to encountries of Surry.

Mr. E. C. Jones presented a petition from the country of the countries of the countr ways, which resemble some of our modern South Carolina are making afforts with like purpose in view. The latter State formely, made a thropic up to the line of Buncombe county, though under no abligation what ever to take care of our interests but solely with a view to obtain the trade and travel ing the appointment of Orphans and their estates, which, was read the first time, passed, and on motion of Mr. B. referred to the Committee on the first time, passed, and on motion of Mr. B. referred to the Committee on the first time, passed, and on motion of Mr. B. referred to the Committee on the Judiciary.

The bill to by off and orightish a read down the Brake from our territory how will our rail roads be kept up?

To the Western part of the State, (not eightstanding for greater need, mr., you have so yet given nothing. A million of dollars has been appropriated for internal improvements cast of Raleigh, but you have

beneath him. If our friends from the East, could visit it, as I am sure they would do, if we had a fine turnpike, they would obtain there, perhaps, not less of pleasure, and far more of hodily and intellectual energy, than they can find in the cities of the North.

This bill, Mr. Speaker, proposes no experiment. The improvement is of that species longest known. I need not refer you back to the graded and paved Roman

Tuesday, Dec. 22.

on Propositions and Grievances, reported unfavorably on the petition from Lincoln. Burke, Wilkes and Iredell, praying a new country to be erected out of parts of said countries, and saked to be discharged from further consideration of the subject, which report was concurred in. report was concerred in. On motion of Mr. Reid,

Resolved, That so much of the Report of the Roord of Laternal Improvement as relates to the payment of Engineers for surveys on the Fayetteville and Western Rail Read Company, be refured to the committee on claims.

Mr. Guthrie presented a bifl concerning public bridges, which was read the first time and assessed.

Mr. Monroe presented a memorial from the 34th Regiment of Militia praying a re-peal of no much of the Militia Laws as restricts dempany musters to two in a year. Said memorial was referred to the commit-

tee on Military Affaira.

Mr. Poindexter presented a parition from madey citizens of Surry county, against the erection of a new county out of a portion of Surry, Iredell and Wilhea; which was re-ferred to the Committee on Propositions and

The bill to make Elections eniform The bill to make Elections enform throughout the State was read the second time and amended, so as to fix the Elections on the first Thursday in August. The bill Senate to after the time of holding the Countries passed the second reading by a vote of ty Court of Lincoln was read the first time and passed, bill was then read the first time, passed, and ordered to be engrowed.

> Thursday, Dec. 24. SENATE.

The Speaker having obtained leave of basence for one week, A. Dockery, Esq., by Senator from Richmond, was chosen aker pro tem. The votes stoud thus

Mr. Waddull

Mr. Speed from the Committee on Priviages and Elections, to whom was referred
the contested election from the district composed of Greene and Leasier, reported a
resolution declaring that Mr. Whatfield, the
sitting member, is entitled to his seat.—
Laid on the table.

Mr. Waddell pressured a bill to amend
and explain the Revised Statute "for limit-

HOUSE OF COMMONS. Mr. Parton presented a Petition from sundry estimate of Buscombe and Yancy, praying the erection of a new county out of portions of mid counties, which was referred to the Committee on Propositions and

Mr. Hill presented a bill for the e-ment and regulation of Common i which was read the first time, pas

which was read the first time, passed and ordered to be printed.

Mr. D. A. Graham presented a Politica from sundry citizens of Richmond and Robest. coasties, eaking an appropriation for the clearing out of Lumber River, which was referred to the Committee on Internal stents.

Mr. Bryan presented a petition from sun-dry entones of Wilkes county against the erection of a new County out of partiess of the Counties of Tredolf, Wilkes and Surry. Referred to the Councilton on Propositions

ty Court of Lincoln was read the first time bud passed.

The bill to amend an act, optitled as act to amend the 55th Chapter of the Revised Statute, entitled Insolvent debture, was read the exceed time and passed.

On metion of Mr. Biggs, the Committee on the Judiciary were matructed to inquite into the expediency of amending the Book debt Law, so as to permit Expensions and Administrators to prove the accounts of their Testators and Intention, for work and labor done, as well as for articles delivered.

On motion of Mr. H. C. James,

Resolved, That an appropriation not axceeding

Resolved, That en appropriation not exceeding two handred deliars, to made for the purpose of rendering fire proof the passage leading to the goof of the Capitol; and that the Public Treamers to required to see this object early and offer inally attended to.

TO MANUEL BENATE. Mr. Shepard, from the Committee on It ternal Improvements, reported a resolution apprepriating \$9,750 for removing obstructions in Lumber river, and for a survey of the shortest and most practicable route by tween said river and the Cape Fear; which passed its first reading.

Mr. Reid presented a lift to regular stays and appeals, so far us they concer the collection of Bank debts; which passed its first reading.