

# MINERS' & FARMERS' JOURNAL.

PRINTED AND PUBLISHED EVERY WEDNESDAY, BY THOMAS J. HOLTON, CHARLOTTE, MECKLENBURG COUNTY, NORTH-CAROLINA.

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## THE MINERS' & FARMERS' JOURNAL

Is printed and published every Wednesday morning at Two Dollars and Fifty Cents per annum, if paid in advance; Three Dollars a year, if not paid until after the expiration of six months.

ADVERTISEMENTS will be inserted at Fifty cents per square (not exceeding 20 lines,) for the first insertion, and 25 cents for each succeeding week—or \$1 for three weeks, for one square.—A liberal discount will be made to those who advertise by the year. [On all advertisements communicated for publication, the number of insertions must be noted on the margin of the manuscript, or they will be continued until forbid, and charged accordingly.]

All communications to the Editors must come free of postage, or they may not be attended to.

## NEW MEDICINE STORE

**FAMILY MEDICINES** of every kind are kept constantly on hand, & put up in readiness for sale. Also—A large supply of all celebrated remedies for Dyspepsia, Liver Complaint, Coughs, Rheumatism, &c. with directions for use.

All orders from families shall receive due attention; and as the Medicines are all genuine, and the prices fixed and low, they will be as well furnished as when present to select.

Physicians and Merchants can at all times be supplied by wholesale or retail, on reasonable terms.

C. MORRISON.

## CABINET WAREHOUSE.

THE subscribers take this opportunity of informing the citizens of Mecklenburg and the adjacent counties that they have moved their Cabinet Shop and Warehouse from Tryon to Trade street, three doors west of the Court-House, where they will keep on hand a regular assortment of all articles in their line of business. Having purchased an elegant stock of mahogany, they are prepared to execute all and every order that they may be favored with. Thankful for the patronage they have received, hope that by industry, low prices, and superiority of work they will merit a continuance.

PRITCHARD & NICHOLS.

Charlotte, March 20, 1831. 6183  
N. B. Two or three first rate workmen would meet with constant employment, if application be made soon. An apprentice will also be taken to the above business, if well recommended.

## NOTICE.

THE Subscriber will sell to the highest bidder, in Charlotte, on Tuesday of the Superior Court, in May next,

**One Hundred Acres of Land,** embracing a rich vein of Auriferous Ore, of more than a quarter of a mile in length. The vein has been exposed at various places, and appears to be uniformly rich. I shall include in the sale my Gold Mill, about one mile and three quarters from the Mine. This land lies about five miles from Charlotte, and is entirely in wood.  
Expect to sell at the same time and place, three unimproved front and back Lots, on Trade street, with a lot of land of twenty-five acres, adjoining the town; and six or eight light Negroes, of different descriptions. A liberal credit will be allowed on the land and lots. Bonds and approved securities will be required in every case.  
STEN. FOX.  
March 16, 1832. 5682

## Twenty-five Cents Reward.

AN AWAY from the subscriber, on the 31st March, his apprentice boy by the name of *Neill McGill*, now between 13 and 20 years of age, and was bound to me until he would be 21 by his father, Neill McGill, residing in Cumberland county, where it is expected he will aim to go; he had on when he left me a green broadcloth coat, light colored sateen trousers and a fine fur hat; he is about 5 feet 7 inches high, dark hair and eyes. The above reward will be paid to any person that will bring him to me, but no charges. All persons are hereby forewarned from employing or harboring said apprentice, as I am determined to enforce the law against any one that will do so.  
A. G. WILKINSON.  
Charlotte, April 3, 1832. 5182

The Editor of the Fayetteville Observer will please insert the above three weeks and forward his account to this office.

## MY HOUSE

(the Post-office) on the Cross street, a few yards north-west of the Court-House, in Lexington, N. C. is again opened for the reception of Travellers & Boarders. The stables are extensive, roomy and dry; grain and provender of the best, plentiful, and served by good hostlers. The house has many comfortable rooms, serves a good table and refreshments; and the proprietor and his family will omit nothing in their power to make it most quiet and agreeable.  
B. D. ROUSAVILLE.  
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## STATE OF NORTH-CAROLINA, MECKLENBURG COUNTY.

Isaac Price and others } Court of Equity, No. 12.  
Thomas Grier and others } November Term, 1831.

IN this case, it was Ordered by the Court, that publication be made six weeks in the Miners' & Farmers' Journal, to Archibald White and his wife Susan, two of the defendants, who reside out of the limits of this State, that unless they appear at the next Court of Equity to be held for Mecklenburg county, at Charlotte, on the 7th Monday after the 4th Monday in March next, there to answer or plead, the bill will be taken pro confesso against them and be heard ex parte. By order, D. R. DUNLAP, c. m. c.  
March 2, 1832. 1181

## Constitution of No. Carolina, AND OF THE UNITED STATES.

FOR Sale at this Office, a few copies of a Pamphlet containing the Constitution of the United States, the Constitution of North Carolina, and the Declaration of Independence. Price, 25 cts.

## SHERIFFS' DEEDS.

FOR Lands sold for Taxes; for Lands sold under a Writ of Fieri Facias; and for Lands sold under a Writ of Venditioni Exponas—for sale at this Office.

## DISSOLUTION.

The Co-partnership of *H. & J. Lindsay & Hoskins* is this day dissolved by mutual consent. THE Subscriber having purchased the entire interest in the Charlotte store of *H. & J. Lindsay*, will in future carry on the Mercantile trade, and the Saddle and Harness manufacturing Business, in his own name, and expects to keep constantly on hand a general assortment of

## Staple & Fancy Dry Goods.

Hardware, Crockery, Groceries; Paints, Dye Stuffs, &c. Hats, Shoes, Bonnets; SADDLERY, of every description, at the most reduced prices. Punctual dealers can have a reasonable indulgence. All those having open accounts and bonds due *H. & J. Lindsay & Hoskins*, the same are payable to *Jno. G. Hoskins* alone.

For the encouragement heretofore received, I return my sincere thanks to the generous citizens of Mecklenburg county and its vicinity.

## Hides & Tan-Bark Wanted.

THE Subscriber wishes to purchase a large quantity of HIDES, also about two hundred cords of BARK, of which seventy-five cords of white oak will be wanted this season. The highest prices for each will be given. In my absence apply to *Jno. G. Hoskins*, who will receive both Hides and Bark, and make payment for the same. Goods or Cash will be given, or a part of either, as may suit those who have the articles to dispose of. Early application for engagements would suit my views best.

WM. McW. LONG.  
Feb. 23, 1832.

## COACH MAKING.



## REMOV'ED.

**A. R. WOLFINGTON & CO.** Have purchased the House, Shop and Lot of *Mr. Nathan Brown*, opposite the jail, where they will carry on the above Business in all its various branches. They have on hand a general assortment of work of all description and qualities, which they will sell on accommodating terms.—All new work manufactured by them is warranted twelve months, excepting accidents of all kinds. The best of timber and materials made use of in their work. REPAIRING of all description in their line will be executed with punctuality and despatch, and on as reasonable terms as any in the State. The Blacksmithing Business will be carried on in all its various branches.

The subscribers respectfully solicit a share of public patronage, hoping by a strict attention to business they will be entitled to and receive the same. We return our sincere thanks for the patronage heretofore received, and hope we shall still merit a small share of the business in and about this place.

A. R. WOLFINGTON & CO.  
One or two Apprentices will be taken to the above Business, from 16 to 18 years of age, if well recommended, and of good and steady habits.  
Charlotte, Jan. 17, 1832. 5481

## Valuable Mill & Plantation AT PRIVATE SALE.

Will be sold at private sale a Grist-Mill, Dwelling, House, Store-house, Gun-house and Screw, 1 large Barn, Stables, and other necessary out-buildings, several good Springs of water, and 255 acres fresh land, more or less, part of which is under good fence. The Grist Mill has lately been rebuilt, and is of a sufficient size to admit of another pair of runners, &c.; has two good bolting cloths and all other apparatus in good order for manufacturing Flour in the best manner; has a good run of business, and is considered by old settlers to be the best stand for said business in the District. The situation is desirable; the stand as a Store is well established, and thought to be inferior to none in this section of country. The above property is situated at *Harrisburg*, on the waters of Sugar and McAlpin's Creek, in Lancaster District, near the North Carolina line.

Few places can be found in this country offering so many local advantages as the above, therefore persons wishing to invest their money in the Mercantile Line and Milling Business are invited to call and view the premises.

For terms, (which will be made easy) apply to the subscriber living on the premises.  
DAN. C. CLARK.  
February 21st, 1832. 5581

## Charleston and Cheraw. THE STEAM BOAT MACON.

*Capt. J. C. Graham*, having been engaged the last summer in the trade running between Charleston and Cheraw, calling at Georgetown on her way up and down, will resume her trips in the course of a few days, and is intended to be continued in the trade the ensuing season. The exceeding light draft of water, drawing only four and a half feet when loaded, will enable her to reach Cheraw at all times, except upon an uncommon low river, when her cargo will be lightened at the expense of the Boat. Comfortable accommodations for a few passengers, with all due attention.  
J. E. CLOUGH.  
Charleston, Sept. 26, 1831. 5681

## STATE OF NORTH-CAROLINA, MECKLENBURG COUNTY.

Court of Pleas and Quarter Sessions, February Term, 1832.

*Thos. N. Alexander* Original attachment, levied on the defendant's interest in a tract of land which *Win. Flemkin* lives, adjoining the lands of *Margaret McLenahan*, *Bonj. Wenthers* and others; also, on one other tract of land adjoining the lands of *John Allen* and others.

IT being made appear to the satisfaction of the Court, that the defendant is not an inhabitant of this State, Ordered, therefore, that publication be made six weeks in the Miners' & Farmers' Journal, that the defendant appear at the next Court of Pleas and Quarter Sessions, to be held for the County of Mecklenburg, at the Court-House in Charlotte, on the 4th Monday in May next, and then and there plead or reply, otherwise judgment by default will be taken against him. Witness, *Isaac Alexander*, Clerk of our said Court, at office, the 4th Monday of February, A. D. 1832.  
Test: ISAAC ALEXANDER, c. m. c.

## RAIL ROADS.

The Raleigh Register.

**Messrs. J. GALES & SON, Gentlemen:** In compliance with my promise, I now give you such particulars of the Charleston Rail-Road, as may aid in forming a correct estimate of our Rail-Road projects.

*Mr. Allen*, the Chief Engineer, in his last Report, exhibits the following estimate of the cost of that Rail-Road:

135 1/2 Miles now under contract for	\$391,677
For Rail-Road Iron, - - -	133,800
Iron Spikes, - - -	12,500
Piling Machinery, - - -	3,700
Edisto Bridge, - - -	1,700
Turn Outs, - - -	5,000
Inclined Plane and Double Road, - - -	6,000
Total cost of constructing 135 1/2 Miles	\$619,000

Being \$4,510 per mile. But as Steam Engines are used on that Road he adds for locomotive power:

Engine to be stationed on inclined plane, \$ 9,000	
Six Locomotives, - - -	50,000
One hundred and sixty waggon, - - -	20,000
Water stations, - - -	2,000
	\$81,000

Making the whole cost of Road and Locomotives \$671,000 or \$4,961 per mile.

In constructing that Road, after clearing the ground and excavating where it was necessary to attain the proper level, Piles are driven by machinery into the ground on each side of the road, thus forming two rows of Piles five feet apart, and the Piles 6 1/2 feet apart in each row. The Piles are then cut to the proper height to preserve the level, and a tenon is cut on the upper end. A piece 9 feet long 6 by 9 inches with a mortise in each end to fit the tenon of the Piles, is then placed on the Piles across the Road, and pinned fast. These pieces being 6 1/2 feet apart from centre to centre, there are in a mile 812, supported by 1624 Piles (or Posts as they would be called in the common language of the country.) The Rails are placed on these transverse pieces, and made fast by being let into them about 3 inches and wedged securely. The Rails are 6 by 10 inches, and as long as they can be obtained, not less than 19 1/2 feet. The bars of Iron are placed on the inner edge of the Rails and made fast by iron spikes. The wheels used on the Rail-Road are all of cast iron, with the inner edge of the rim projecting enough to form what is called a flange, which prevents the wheels from running off the track, and keeps them on the bar of iron.

That Road does not vary from a perfect level more than thirty feet in a mile, except in descending to the valley of the Savannah River, where, in the distance of 3200 feet, its descent is 180 feet. At that place a Stationary Engine is to be used on an inclined plane. In passing over streams, marshes or other low places, the Piles used are long enough to preserve the level, so that in some parts of the Road now in use, the rails are fourteen feet above the surface of the ground.

It is impossible to ascertain precisely the cost of constructing a Rail-Road on any particular route, till accurate Surveys and Estimates are made; but perhaps the following Estimate, by giving some general idea of the cost, may afford some satisfaction to those who desire information on the subject:

17 Tons of Iron may be imported and delivered at our wharves at \$51 per Ton	\$867
1200 Iron Spikes will cost 9 cts. per lb.	108
1624 Piles of different lengths not hewed at 12 1/2 cents	203
812 Transverse Pieces 9 feet long 6 by 9 inches counting side and edge 9135 ft	
10,560 Running feet of Rails 6 by 10 inches do do do 14080 ft.	
	\$3,215 ft.
\$20 per 1000 ft.	401,30
Am't. of cost of materials to one mile	\$164,330
Carpenters work, \$250. Driving Piles \$250	600
Clearing ground and contingencies	257,70
The cost per mile on the most favorable ground,	\$250,000

To this sum, add for Engineering, superintending, excavating, when necessary to preserve the level, and the additional cost of Piling in places which require the road to be raised much above the surface to preserve the level, and it would probably swell the cost to \$3500 per mile. This might be sufficient to construct a Rail-Road over a level country; but over a broken country it would cost \$4000 per mile on the most favorable location. If the Route should require extensive excavations, the cost would greatly exceed this amount. Wages and provisions being cheaper here than in South-Carolina, we could construct a Road for less than it would cost there, and by availing ourselves of their experience, avoid many of the errors and disappointments incident to all new undertakings.

Suppose then that we could construct 160 miles of Rail-Road for	\$400,000
Three Locomotives at \$5,000 . - - -	15,000
Eighty Waggon, - - -	10,000
Water stations, - - -	2,000
Total cost of 160 miles,	\$427,000

The enquiry now arises what quantity of produce, and what number of passengers, would pass on the road. In the absence of all certain data, I submit the following Estimate, based on *Mr. McNeill's* Report of Commodities transported on the River between Fayetteville and Wilmington in the year ending 1st June 1831.

14,248 Bales Cotton supposed average 300lb. each	4,274,400 lbs.
526 Hhd. Tobacco 1200	631,200
4,350 bush. Wheat 60	261,000
10,939 bla. of Flour 900	2,191,000
100 half do. 100	10,000
1,454 casks Seed 200	290,800
16 Barrels Spirits 300	4,800
61,361 bushels Salt 56	3,604,384
2195 Hhd. & Pipes 1000	2,195,000
3191 barrels 200	638,200
250 Casks Fine 300	75,300
	14,737,884 7369 tons.

Articles not enumerated Freight 11,449 68 Toll 1,144 96 7369 tons at 10 cts per mile, 73,690 00 \$86,284 64

Add for carrying U. States Mail and Passengers \$23,715 36

Total amount of receipts \$110,000, 00

From this amount deduct wear & tear of Locomotives 25 pr. ct. \$6,250 Wear & tear of Road at 10 pr. ct. \$40,000 Superintendence, wood and oil for Locomotives 8,750 } \$55,000

\$55,000

The act of incorporation allows the company to charge 4 cents for toll and 8 cents for carriage of a ton per mile. The above estimate is made at only ten cents instead of 12, as allowed by law, and shows a profit of more than 12 1/2 per cents on the whole capital employed. If the estimate be made at 12 cents, it would be more than 15 per cent. profit, after paying the annual expense and providing for renewing the road every ten years and the locomotives every five years. If the road were to cost 5,000 dollars per mile, it would still yield a profit of 10 per cent. But will the business of the country furnish as much to transport on each of the contemplated rail-roads as was transported on Cape-Fear river between Fayetteville and Wilmington in that year? Look at the geography of the State; consider the fertility of the soil, the quantity of produce now carried to other markets, the great increase of trade and of production in the upper part of the State; the price of transportation would necessarily occasion—particularly of wheat. Consider how much rice, fish, tar and turpentine would be carried from the lower to the upper country, and how much flour, tobacco, &c. would be carried from the upper to the lower country, for home consumption, and the question may be satisfactorily answered.

The introduction of steam power on roads seems destined to effect the same change in transportation by land that it has done by water. In the above estimate, I have allowed for three locomotives of 30 horse power each. Suppose they were to travel at the moderate rate of 10 miles an hour and carry fifty tons each, they would transport 150 tons 100 miles in ten hours! The amount to be transported according to the above estimate is 8,602 1/2 tons per annum. At 150 tons per day, it would take only 57 1/2 days to do the whole year's work. Results so stupendous startle the mind and dispose it to incredulity. Nothing short of actual experience can satisfy us that it is possible. This experience we shall soon have, whether we construct our rail-roads or not. Our neighbors on each side are engaged in similar works, which will be in operation in the course of next year. We can then see the effects; and as ours will not be well under way by that time, we may profit by their experience.

In conclusion, permit me to observe, that without having paid any very particular attention to the subject, I voted against the appropriation for making the surveys, because I had scarcely a hope that either the Legislature or any incorporated company would engage in a work so costly; and I doubted the ultimate success of the work, even if it were undertaken. Since then, I have examined the subject more attentively, and am now perfectly satisfied that nothing is wanting to insure the success of at least one of the rail-roads, but for the community to attend to the subject and obtain sufficient information from correct calculations.—The abortive attempts at Internal Improvement in our State, and the heavy losses sustained by those who adventured their money, has produced a prejudice against every attempt of the kind. It would be easy to show why each of those attempts failed, and that the causes which produced those failures would not operate to defeat the rail-road scheme; but having been already sufficiently tedious, I must conclude. Yours, &c. JAMES WYCHE.

A robber who was seized for stealing snuff in the shop of a tobacconist, by way of excusing himself exclaimed, that he had never heard of a law which forbade a man to take snuff.

## From the Maine Journal, 17th ult.

The secret is out, and the territory is lost! It has been virtually given up to the President, to be transferred by him to Great Britain. The fact having leaked out by discussing it in party caucusses, and by various other means, the House on Thursday evening referred the secret to the Governor and Council, to be divulged to the public when they might think proper.

Yesterday, before the adjournment, the Governor sent a message to both Houses that the injunction of the secrecy was removed. We were not able yesterday to procure a copy of these secret proceedings, but understand generally, that resolutions were passed, to appraise the value of the territory, and agree upon an equivalent in land or money, the proceedings of the commissioners to be laid before the next Legislature.

## From the Columbia Sentinel, March 15.

**Melancholy Occurrence.**—On Tuesday, at 12 o'clock, A. M. the ice in the Hudson river, at Stuyvesant landing, began to give way. The river had at that time risen to an unusual height, the water being twelve feet above low water mark, covering the docks to the depth of four feet, and making an entrance into most of the houses on the wharves. Serious and well-grounded apprehensions were entertained that every building along the margin of the river would be swept away; but happily these fears were not realized, the buildings having sustained only a trifling damage. The ice continued to move for about two hours, and apparently in one solid mass several miles in extent. During this interval, a most distressing scene was witnessed at the sight of the upper Light House, situated a mile and a half above the landing. This was a stone building 20 by 34 feet, and two stories high, with a mole surrounding it, four feet in height. The water had risen to the top of the mole before the ice began to move, which rendered the situation of the inmates truly alarming. Soon the immense field of ice above was seen to swing from its moorings, and coming down with irresistible force, struck the Light House, which in a moment was made a heap of ruins. There were, at the time, ten individuals in the building, four of whom, melancholy to relate, were buried under the crumbling walls. *Mr. Robert Witbeck*, the keeper of the Light House, his wife, the daughter of *Mrs. Van Hoesen*, and three other individuals, escaped from the falling edifice, barely in time to save their lives. Those who perished were two daughters of *Mr. Witbeck*, aged 16 and 13 years, and a son of *Mrs. Van Hoesen*, aged 14, and her infant child. All must inevitably have found a premature death, but for the intrepid exertions of *Mr. Charles M. Beecher*, to whose praise-worthy efforts the rescue of the survivors is mainly attributed. *Mr. Beecher* put off in a small boat from the shore to relieve *Mr. Witbeck* and his family from their perilous situation, but, owing to some furniture, &c. they were not prepared to leave the building until it began to fall—and then too late for some of the unfortunate inmates.

## Georgia in relation to the Gold Mines.

—We have lately had the pleasure of examining many curious and interesting metallic and mineral specimens from the mines of Habersham and its neighborhood. Iron ore, from a very extensive mine near *Clarks-ville*, was exhibited. A foundry is there established, which if supported by capital, would yield, it is thought, an abundant supply of iron for almost any demand. A yellow sand was also among the collection, taken from a very large bank which ignites upon the application of fire; with a blue flame, and the sudden explosion of powder. It is doubtless from its smell, when burning, a sulphurous mineral, which might be applied by chemical process to very useful purposes. Black tin is also found in great quantities in these regions. The silver ore was a fair specimen, and from abundance proves the riches of the mine from which it was taken. But the "Gold blossoms" of course attracted our attention most, they were various. Generally speaking, the pure white crystal and the yellow quartz—in which the gold is most frequently embedded, are considered the surest tests for a gold mine.

The specimens were exhibited by *Major Heath* from *Baltimore*, who has lately explored the gold region. His statements corroborated the reports and speculations of many who have turned their attention to this subject. From him we learn that the Habersham mines are immensely valuable—and he doubts not that the mines of the Cherokee country will be found on farther examination, rich almost beyond calculation—not only in the precious metals, but in the various minerals and curiosities of the most choice cabinet.

It is not to excite speculating avarice to adventure, that we have given this short statistic. But by inference to draw the attention of the public on a far more noble and interesting branch of the subject.

[Washington News.]