

MINERS' & FARMERS' JOURNAL.

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

I WILL TEACH YOU TO PIERCE THE BOWELS OF THE EARTH AND BRING OUT FROM THE CAVERNS OF THE MOUNTAINS, METALS WHICH WILL GIVE STRENGTH TO OUR HANDS AND SUBJECT ALL NATURE TO OUR USE AND PLEASURE.—DR. JOHNSON.

VOL. II.

TUESDAY, APRIL 17, 1832.

NO. 82.

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.

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.

FRITCHARD & 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. It 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 woods. 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 likely 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.

March 16, 1832. 5182
STEN. FOX.

Twenty-five Cents Reward.

AN AWAY from the subscriber, on the 31st March, his apprentice boy by the name of *Neil McGill*, now between 19 and 20 years of age, and was bound to me until he would be 21 by his father, Neil McGill, residing in Cumberland county, where it is expected he will still be; he had on when he left me a green broadcloth coat, light colored ruffled pantaloons 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. 3182
The Editor of the Fayetteville Observer will please insert the above three weeks and forward his account to this office.

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. B. CLOUGH.
Charleston, Sept. 26, 1831. 5611

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.

1811
B. D. ROUNSAVILLE.

STATE OF NORTH-CAROLINA.

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

Thos. N. Alexander vs. Gilbert Fleniklin. Original attachment, levied on the defendant's interest in a tract of land which Wm. Fleniklin lives, adjoining the lands of Margaret McLanahan, Benj. Weathers 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' and 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.

SHERIFFS' DEEDS.

NOR Lands sold for Taxes; for Lands sold under a Writ of Fieri Facias; and for Lands sold under a Writ of Venditioni Exponere—for sale at this Office.

LIST OF LETTERS

remaining in the Post Office, at Charlotte, April 1st, 1832.
A—Rev. A. Anderson, Robt. Allen, Andrew Alexander, Mrs. C. E. Alexander, Dr. Wm. L. Austin, Maj. Thomas Alexander, Henry D. W. Alexander, Cyrus Alexander, Elias Alexander.
B—Wm. Burton, (tanner) 2, Charles Brown, A. L. Barry, Elias Bost, Andrew P. Bailey, Wm. Bigbam, Wm. Black, 2, Hugh M. Barnett, Wm. M. Bostwick, Adrian W. Beard, John Bully, John Banker, 2, John Brown, Absalom Black, Thos. O. Black, Miss Jane Byram, J. D. Boyd, Peter M. Brown.
C—Gilbert Cawder, Andrew Caldwell, David Caruthers, James Cook, John and Washington Craven, Caleb Coke, Margaret Canon, John Cosan, Moses Craig, Wm. Cook, Daniel F. Christenburg, Richard Cusky.
D—John J. Dunlap, Joshua Daniel, Joshua A. Dinkins.
E—Wm. D. Everett.
F—Wm. T. Flanagan, Andrew Flanagan, Isaac Fraisure.
G—Mr. Ginkins, Dr. J. Gilmer, Wm. Glass, Isaac Grier, Sam. Gordon.
H—Wm. Hunter, Thos. J. Holton, Dr. J. B. S. Harris, 2, Ephraim Hargrove, Archie Hill, Joseph Hunter, Wm. M. Hunter, Meredith Hailey, Mrs. Lucinda Henderson, Elan Hunter, Eliphan Hibbard, 2, James Hunter.
I—John Irwin.
J—David Jinkins, Charles Jones, Dr. Thos. J. Johnson, Tilman Jordan.
K—John Karr, 2, James Karr, John W. King, Edward Kean, James Koneir.
L—John Lawson, Daniel Ledwell, Jacob Lemly, Sam. Lemly, Miss Eliza B. Lowrie.
M—Lorenzo Merriman, Harriet C. M'Ginn, Elener Montgomery, Joseph McCombs, Cyrus McLure, Hugh McLaughlin, Hugh McDowell, 2, Gen. Michael McLeary, John McLaughlin, Casper Miller, John McKullen, James H. McCulloch, David Meekdan.
N—Laban Norwood, Mr. Neel, Nat. H. Nelson, Mrs. E. Norment, John Neely, Esq., A. B. Northrop.
O—Rev. James Osborne, Dr. M. O'Reilly, Jas. Orr.
P—Dr. Wm. Parham, 3, Levi Parks, James H. Peoples, Mike Poke, Pastor or Deacon at Wilson's Creek.
R—Jos. W. Ross, 3, Thos. Rutherford, Berdign Remolds, John R. Roby, Joseph Reed, Elizabeth Russel.
S—Geo. Stewart, Elizabeth Sharpley, Robt. A. Sample, Mr. Shubley, Jos. Smith, Wm. Smith, Hugh or James Smith, John W. Simmons, Mrs. Mary Stone, Jno. M. Slaughter, 2, Adam A. Springs, Wm. Scott, James Smith, Wm. Sammons, John Stephens, Hugh Smith, Mrs. Susan Smartt.
T—Sam. Taylor, 2, Sam. H. Todd, Robt. Todd.
W—Geo. Winslow, Robt. P. Wiley, Andrew Welsh, Margaret Willis, Hugh Walker, Hugh Waughen, 2, John Wilson, (Irish), Jonathan N. Wrights, John E. Walker.
WM. SMITH, P. M.
154

Valuable Mill & Plantation AT PRIVATE SALE.

Will be sold at private sale a Grist-Mill, Dwelling-House, Store-house, Gin-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 sufficient size to admit of another pair of runners, &c.; has two good boiling 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. 551

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.
JNO. G. HOSKINS.
75

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

Ney, "the bravest of the brave," fought five hundred battles for France, but never against her. He was condemned for a single error, in the Chamber of Peers, by a vote of one hundred and sixty, to seventeen, to die the death of a traitor. His widow receives a pension of 20,000 francs. What a lesson!

At a public masked ball given at St. Petersburg on New Year's Day, no less than 22,984 persons are said to have been present.

RAIL ROADS.

From the New-Engl. Courier and Enquirer.
LIVERPOOL AND MANCHESTER RAILWAY.

The perfection to which this mode of transportation has arrived, considering its recent introduction, is truly surprising, as well to the mechanic, as to the casual observer; for the facility and power of the beautiful locomotive steam engine, moving on its almost frictionless path, with its lengthened train of treasures, have exceeded the expectations of the most scientific, delighted the speculative, and astonished all ranks and conditions who have witnessed them.

The earliest accounts we have of railways is of those of the Newcastle mines: they were made of wood in the year 1670, to facilitate the work of horses; thence forward they were gradually adopted. In 1790, although there was scarcely a railway in the extensive mining concerns of Wales, yet in 1812 there were at least 150 miles in length there, and more than 30 miles of railway under ground. But now in the different parts of Wales only, there are 500 miles of railway; a great many in Scotland and in England also.

Steam was first suggested as a moving power for carriages in the year 1759, but was only first used in 1804—and how wonderfully it has succeeded!

The Liverpool and Manchester railway, is unquestionably the finest work of the kind that has yet been executed; but in consequence of the magnificent scale it is wrought upon, and the improvements contemplated, its cost will prove to be most enormous.—Yet, notwithstanding that height of scale and outlay, its profits of return will be very large.

This railway, according to the first plan, terminated at Edge Hill, near Liverpool, at an area cut in the rock 40 feet deep, from which the passengers emerged by a artificial tunnel to Crown street, and from thence they were taken down into the town by Omnibusses, which were found very inconvenient. A handsome tunnel, is therefore about to be driven to the centre of the town, that is, to the present hay market, which shall have an easy inclination, be well lighted and have its temperature at all times equal to the atmosphere for the use and purposes of the passengers only; and this it is calculated may be effected for a principle sum equal to that whose interest is now annually consumed by the cost of the inconvenient and dilatory omnibusses.

The "locomotives," or steam engines, employed on the way, are increasing in number and demand; and the coaches and wagons attending in their trains are very numerous—and the effect of their swiftly moving motion, and regularity is most pleasant to the passenger, now, as the rattling wheels echo through the chasms of the deep cut rocks, or as they swiftly glide over the picturesque embankments, or as they gently undulate in even velocity over the level mosses. Goods are frequently forwarded by night when the "pilot engine" going before, can at once give light, and conduct them on in safety.

The snows or frosts in winter, are found to have no retarding effect, and this is a great triumph gained over the ice clad slow canal. Accidents, as on all roads, will occur occasionally, but in this way the average, considering the number travelling is far smaller than that of the high road; guard rails are however to be placed close to the iron rails, on embankments and on bridges—self-acting "breakers" are to be put to the wheels and every precaution taken to prevent any sad occurrence.

It has been before mentioned, that several branch railways from other places join this, and it has recently been determined, that the one intended to be formed from Birmingham, shall join this one by way of Warrington, whence to Liverpool, it will be 19 miles, or to Manchester it will be 24, and from Warrington to Birmingham 74 miles. This latter railway at an estimated cost of 1,100,000 is calculated to pay 14 per cent. as the business is expected to be prodigious, for the iron manufactured in Staffordshire and the neighborhood is said to be 270,000 tons, the coal raised 2,400,000 tons, the pottery 26,000 tons, and the different or various merchandize 200,000 tons or more, all which are passed per annum between the places.

The junction of such a line, will necessarily bring an almost overflowing increase of business to this of Liverpool and Manchester; but such is the rapidity and capability of conveyance, that Stephenson calculates from the experience of only the present limited number of engines, and the average of having only hitherto passed 500 tons of goods, and one thousand passengers daily, that he will on the completion of the new passenger's tunnel, and other arrangements, be enabled with ease, to take by this railway 10,000 tons of goods, and 10,000 passengers daily.

It was expected that when the novelty of travelling by this conveyance was worn away, a falling off in the number of Travellers would take place—this however is

not the case; on the contrary, it has gradually increased, as you will perceive from the annexed official statement—from this you may also judge of the permanently beneficial results the undertaking promises, not only to the community but to the shareholders. The shareholders have only divided 4 1/2 per cent. for the last half year's dividend, that sufficient funds may be left for the contemplated improvements. The 100L. shares are now at 209l.

	Tons of Goods
During the half-year ending 30th June last, there were conveyed between Manchester and Liverpool	35,835
During the half-year ending 31st December last, sent	50,234
Increase	14,399 tons.
Goods for Bolton and other parts of the road during the half-year ending 30th June	6,827
Do ditto for the half-year ending 31st December	12,997
Increase	6,170 tons.
Goals to Liverpool for the half-year ending 30th June	2,889
Do ditto for ditto ending the 31st December	8,197
Increase	5,308 tons.
Being an increase of 25,847 tons, or 50 per cent upon the last, as compared with the preceding half-year.	
Passengers entered in the company's books during the half-year ending 30th June	128,726
Do ditto ending 31st December last being	256,321
Increase	67,595
Being upwards of 33 per cent. increase for the last six months beyond the first six months of the year, and upwards of 35 per cent. increase on the travellers between the two towns during the corresponding months previously to opening the railway.	
As respects the revenue, this has increased of course very considerably.	
The revenue from coaches for half-year ending 30th June was	43,600 7 6
Do ditto for half-year ending 31st December last	58,929 5 0
Increase	14,328 17 7
The revenue for merchandise for half-year ending 30th June was	21,875 0 1
Do ditto for last half-year	31,052 18 4
Increase	9,210 18 3
The revenue from coal for half-year ending 30th June was	218 6 0
Do ditto for last half-year	692 10 7
Increase	474 4 7
Making a total increase upon this last half-year, as compared with the preceding, of	34,314 0 5

Improvement.—It has been many years since there has existed such a feeling in regard to real estate in this town as is now manifest, and since so many sales at fair prices have taken place. Among those made, we mention the following as ample evidence of the above assertion.

Dwelling house and lot on Green-street, near the Court-House, formerly known as the Ingram house, for \$2000, which a year ago could not have been sold for \$1000.

Dwelling house and small lot on Ramsay street, \$1000.

Vacant lot on Union street and Maiden-Lane, called the Chamber's lot, for \$1200. This lot was sold a few weeks previous to the fire, with a large two-story dwelling house and all necessary out-houses upon it, for \$1050. The houses having been burnt off, the naked lot has sold for \$1200.

Vacant Store lot, 20 feet front, an Green street, near Market Square, for \$1200.

Vacant Store lot, 20 feet front, in the jam next to Mr. Kyle's store on Market Square, for \$1700.

Vacant lot on Hay street, formerly the U. States Banking House lot, 103 feet front, for \$4000.

Vacant lot, nearly opposite the above, 42 feet front, for \$2000.

Vacant one acre lot on the corner of Burgess and Old streets, purchased for the purpose of erecting a new brick Methodist Church, for \$1000.

Vacant lot, corner of Burgess and Hay streets, 36 feet front, for \$1200.

Vacant lot on Gillespie street, 55 feet front, for \$300.

Upon all of the above vacant lots, preparations are making for the immediate erection of dwellings or stores. In addition to which we are glad to learn that a company of gentlemen are in treaty for a lot upon which to erect an extensive Hotel on Hay street in the vicinity of the Town House. Should they succeed in making a purchase, no time will be lost in prosecuting the work.
Fayetteville Observer.

Drink for Horses.—Some of the Innkeepers on the western road have adopted the practice, of boiling the corn given to horses, and giving them the water to drink. It is most satisfactorily ascertained that three bushels of oats, barley, &c. so prepared, will keep the horses in better condition for working than double that quantity in a crude state.—*English paper.*

The Reform.—One of the greatest objects of the Reformers who combined to put down the late pure and patriotic Administration, was avowed to be a reduction of the expenses of Diplomatic Intercourse. How far they have succeeded in this interesting and laudable purpose is seen very clearly in a few simple facts stated by Mr. Clayton, in a debate in the Senate on Wednesday last. We quote them as follows, without comment: The expense of Diplomatic Intercourse,

For 1828,	\$149,000
For 1829,	187,500
Two years of Mr. Adams,	\$286,500
For 1830,	\$214,560
For 1831,	210,000
Two years of Gen. Jackson,	\$424,500
Excess in 1830 and 1831,	\$138,000

The appropriation now proposed for the same expenditures, in the year 1832, is \$230,150, wanting but fifty thousand dollars of the whole sum appropriated for similar purposes in both the years 1829 and 1829.—*Nat. Intell.* 30th ult.

The London Morning Chronicle of the 21st has this editorial notice of the case of Mr. Van Buren:

"A great ferment has been caused in America by a vote of the Senate, refusing to countenance the appointment of Martin Van Buren to be Minister Plenipotentiary to the Court of Great Britain and Ireland. The ground of the hostility of the Senate is, that Mr. Van Buren, when Secretary of State, in his instruction to Mr. McLane—late Ambassador at the Court of England—in order to induce the English Ministry to relax the laws relative to intercourse with the English Colonies, stooped to a degrading humiliation to Lord Aberdeen. 'The whole temper and tone of the despatches,' says Mr. Chambers, 'breathe an air of humility and concession, and conviction of error, and a suppliant entreaty of favor and notice, which no American citizen who thinks and feels as I think an American freeman should do, can regard as the appropriate language of this Government, pledged as it is 'to ask nothing but what is right, and to submit to nothing that is wrong.'" The following passage from the speech will show in what manner the pride of the Americans has been hurt by Mr. Van Buren," &c.

Bank of the United States.—The treasury of the Union, it seems, was a short time ago entirely empty—not a shot in the locker—and the wheels of government would have stopped, but for the Bank of the United States—that "infernal institution," as a writer in the Government paper, the *Globo*, recently called it. During the debate on the General Appropriation Bill, Mr. McDuffie informed the House, that the funds in the Treasury being exhausted, the members would have been starved out, but for the courteous accommodation of the Bank, in making the necessary advances, on its own responsibility, for payment of their per diem allowance. It is a very fortunate circumstance, that the Bank did not stop payment as well as the government.

Delaware Journal.

A gentleman who has just returned from Constantinople, informs the Editors of the *New-York Post* that civilization is making evident and rapid progress among the Ottoman Nation. The Turks of the present day, are not the Turks of the last century. They are kind, courteous and mild in their manners; and the bigotry of Islamism no longer exhibits itself in rude epithets, applied to those of another faith. The term "Christian dog" is out of fashion. The razor has been introduced, and though the old men still retain and cherish the venerable incumbrance of their beards, the younger Turks have shaved away all but a pair of mustachios on their upper lip, retaining not even so much as the favorite worn by some of the exquisites in this country. On all public occasions, at parades and spectacles of all kinds, the women make their appearance in great numbers, wearing, however, the oriental veil, which covers only the chin, the upper edge of the forehead, and a small part of each side of the face. The late introduction of a press, and the establishment of a newspaper, form an important era in the history of Turkish civilization. Should the progress of improvement continue as it has begun, we may yet see the Ottoman Empire outstripping their Russian neighbors in every thing which makes a cultivated nation.

Baltimore, March 27.—A few days since a party of twenty-six young men, from the *East*, arrived in this city on their way to Columbia river, (the Oregon) in the extreme West of our country. Their travelling wagons, three in number, were peculiarly constructed, to be useful in their contemplated journey; the body of the wagon was calculated to be used as a boat, in crossing or passing rivers, the wheels being detached and put into it. During their stay here they encamped every night in a field near the Baltimore and Ohio Rail-Road depot.

It is stated in a German paper, published in this city that the capitalists of Europe have offered to make a loan, to the State of Pennsylvania, at an interest of two per cent. on the sole condition that the principle is not to be repaid for fifty years.—*Phil. Ev. Post.*