North Catolina Whig. The

"Be true to God, to your Goung, and to your Dufy."

VOLUME 3.

CHARLOTTE, N. CMAY 2, 1854.

ATLANTIC, TENNESSEE AND OHIO RAIL ROAD.

A Bill was introduced before the Legislature of North Carolina, during the session of 1152, for the purpose of chartering the Atlantic, Tennessee and Ohio Rail Road company. This road was designed to extend from the Centra, Rail Road in North Carolina to the State line, upon the Watauga River, in the direction of Jonesborough, Tennessee; and was intended to connect both with Charlotte and Salisbury. Beyond the limits of North Carolina, companies had been already chartered in other States, to provide for the extension of this Road to the Ohio River. In our State, though a taked charter without any appropriation was all that was asked, it was refused, and the bill was defeated. I propose to show that the re-16 boox -th Carthas to grant this charter was unjust and unwise.

NU all a unties through which it would nessee and Ohio na pass would trade over it to Charleston, S. C. . I would not trade over the Central Rail Road to the seaports of North Ca. Aina ; and that thus the prosperity of the seaports of North Carolina would be retarded, and the tolls upon the Central Rail Rroad would be dimini ped, so as to render it less profitable to the State.

I hope to show that it is not true, that the construction of the Atlantic, Tennessee and Ohio Rail Road would retard the Posperity of the scaports of North Carolina, or render the Central Rail Road less profitable to the state. But suppose it to be true, and true for the reason alleged, that the counties through which it would pass would trade over it to Charleston, and would not trade over the Central Rail Road. Then, would it be just to those counties to refuse them the charter for this reason ?

The East and Centre, in urging this argument upon those counties, are in effect saying to them :

"It is plain that the Central Rail Road, which opens to us the natural channel of our trade, and connects us with our own adjacent sesports, is intended for our especial benefit. And it is equally plain to us that it is not intended for your especial benefit; for though the Central Rail Road would contact Salish my and Charlotte with our own scaports, yet we are forced by our present argument to admit that, if the Atlantic, Tennessee and Ohio Rail Road were made, you would trade over that, to Charleston, and would not trade over the Central Rail Road. But, though we wanted the Centra, Rail Road for our especial benefit, we were anable, or unwilling, to be: the burr in of constructing more than one third of it ; and we asked the State to hear the burden of constructing the other two-thirds,

" With becoming State pride and patriotism, you generally sustained us; and consented that, in addition to the other large sums expended in the East and Centre for internal improvements, the State should incur a debt of two million of dollars, in aid of the Central Rail Road, for the payment of which you were to be taxed equally with us. For this we owe you a debt of gratitude, redeemable, not in empty thanks and idle declamation, but in State bonds, i sued to aid in the construction of a Rail Road.

" But, though this is true, yet if we aid you in the construction of the Atlantic, Tennessee and Ohio Rail Road ; may, if we even allow you, unaided by us, to make it yourselves, you will trade over it to Charleston. You would, indeed, do that for your own henefit. But what of that ! You would cease to trade over the Central Rail Road; and thus it would become less profitable to the State. It is true that, as tax-payers, you hear, equally with us, your full share of the burden of this Central Rail Road, intended for our especial benefit. But we want more of you. We wish to precent you from transmig to Charleston, which, we are torect by our argument to admit, is your natural market; and to scenre your trade upon the Centra Rail Road, to your disadvantage, as we in effect admit, in order that, at your expense, its tolls may be increased, and the prosperity

And yet when it was proposed by the Charter of the Charleston, Blue | from and without a large city, a seacoast, or a lake coast, yet already Ridge and Chattanooga Rail Road, to open a more direct channel for the | sob city a number of parallel rail roads across her territory. rich tide of this commerce, by the Hiwassee River and Rabun Gap route North Carolina was blind enough, in the estimation of the opponents of the Atlantic, Tennessee and Ohio Rail Road, to grant the Charter. And when it was proposed, by the Tennessee River Rail Road, to open for this com merce a channel further East, and still more direct ; North Carolina still grants a Charter. And when the friends of this commerce come still fur ther East and ask permission to stretch the Louisville, Cincinnati and Charleston Rail Road, by the French Broad route, across a still larger portion of our State; even this does not open the eyes of North Carolina; and the Charter is granted. It is only when, by the Atlantic, Tennessee and Ohio Rail Road, this vast and growing commerce at length seeks a transit across the whole width of our State hy a route which is by nature the most favorable for the construction of a rail road, is the most direct be tween Charleston and the Ohio River, and at the same time councets most admirably with our own system of rail roads, and our own seaboards; that the scales of error at length fall from our eyes, and we suddenly become wise enough, guided by these sage counsellors, to refuse the Charter ma and the solution and promotions of these various Charters should st contend that the error was not in granting them, but in refusing to gran the Charter of the Atlantic, Tennessee and Ohio Rail Road.

Without carrying further the language of irony, it is surely manifest, from the examples cited, that North Carolina had not, before the retusal to Char ter the Atlantic, Tennessee and Ohio Rail Road, acted upon the policy of prohibiting her Sister States from extending their rail road connections in to and across her territory. Has any such prohibitory policy been adopt ted in the other States !

In the State of New York, a rail road and canal extend from Lake Erie to Albany, commanding the immense commerce of the lakes. Albany is no nearer to the city of New York, they to the rival city of Boston, in the adjoining State of Massachusetts. The State of New York might have prohibited to Boston a connection at Albany with her great Western ; and and rail road, and a participation in the vast commerce which pours over them. Did she avail herself of this power of prohibition ? By no means, But on the contrary, she invited Boston, through the breadth of a single county east of the Hudson, to unite herself with Albany, her interior, and the West. A neck of the territory of Pennsylvania extends to lake Eric New York could not connect herself by rail road with the west without crossing this neck. Does Pennsylvania, under this strong temptation, a dept the prohibitory policy ! No. But, on the contrary, she permits New W-k to extend her rail road into the west, along the shore of Lake Erie, seross the breadth of a single county. Mussachusetts is webbed by rail roads running from the sesports of adjoining States. The little state of connecticut has six rail roads, a navigable riser, and a canal, all running from her own seaboard across the whole width of her territory from South to North. Yet she permits two rail roulls running between Boston and New York scaparts, in adjoining States, to errors the entire length of her territory from East to West, one along her coast, and one through the centre of the State. New Hampshire has connected Porismouth with Mon-treal by rail road; and yet permits Maine and Massachusetts, through opposite corners of her territory, to accomplish the same connection. Geor-gia, after a gigantic straggle to reach the Oldo and the North West, yet opens the way across a single county on the North East corner of her territory, that Charleston may stretch a parallel and rival road through the Rabun Gap to the Ohio and the North West. And it would be easy to multiply examples of the same spirit of mutaal county existing throughout the Union. And the mutual prosperity which has invariably flowed from the exercise of this enlightened liberality, proves that the States which are actuated by it are as wise as they are generous.

Yet there have sprung up in North Carolina a race of small politicians, who stand up with their eyes short in all this blaze of fight, and exclaim, that, if we connect our railroads with the scaports of Virginia and South forth the file blood at ner prosperity See around a so forth. Bat sure them into the laps of Virginia and South Carolina , and so forth. Bat sure ly the people of North Carolina have intelligence enough to distinguish such light chaff from wheat ; and to know that the benefits of commerce are mu-It requires but little progress in mechanical philosophy, to know that action is accompanied with re-action ; and it needs but little the laws of political economy, in comprehend that the commerce between States is bencheral to each. It might be well, too, for the advocates of this game of shutfast, to remember that it is a game that two can play st. He does not deserve the name of North Carolinian, who does not hope that we, too, will build up cities on our coast, and extend their commerce, and their rail rood connections, over the Union. But how will Beaufort and Wilmington reach the North West and the South West, without crossing the territory of Virginia on the one hand, and of South Carolina on the other? It would seem a waste of time to combat the failacy of a policy so absurd, if there were not to be found in North Carolina, many persons who advocate it. There are also many persons in North Carolina who fall into an error equally fallacions, in believing that it would be disastrous to build rail roads in North Carolina, for the reason that there would not be business apon them enough to sustain them, and that their competition would render unprofitable the roads already made or in progress. And some may have nined in the opposition to the Atlantic, Tenness, c and Ohio Rail Road from fears of this nature. But to such persons we ask leave respectfully to soggest that they are perhaps behind the times; they are not posted up in the account of the progress of the age. North Carolina was stunned into a Br Van Winkle slumber, in the shock of 1837; and it may be that these pe some have not yet shaken off the drowsy billacter of that stun. If so, it i high time that they should awake. Let it we North Carolinians of little faith look around them, and observe the gigantic strides of rail road enter prise in the United States, for the last few years. And then let them con nare the condition, and statistics, and resources of North Carolina, wi the condition, and statistics, and resources of the sections where those strid have been made, and are making; and they will learn to entertain a me exalted opinion of the good old North State. Their doubts will begin disappear; their hopes will grow bright; and they will learn to believe th the energetic and devoted patriotism of her some may yet achieve for Nor Carolina a future of glorious prosperity. To encourage them in the effe we will invite their attention to the consideration of a few facts and figu illustrative of the ability of North Carolina to construct and maintain general system of rail roads. than through of New England, south of Portland, Maine, is of less ext tive than the interverth Carolina. The interior is by nature less prod merce of this section of exercise Carolina. The principal part of the g other seaports upon the coast, to born. The commerce with of the Atlantic, Tennessee and Ohio Rail Lew phrases from the oppo owed by the vicinity of Boston, is tapped and drained, indeed, it any thought altogether sucked dry, by the system of rail roads ramifying every part of it from the great commercial emporium of the adjacenate of New York. Yet upon this portion of the coast of New Englands besides canals and navigable streams, and in addition to all rail remini at the great city of Boston, there are more than twenty-five otermini. Every county in Massachusetts and Connecticut can show with borders, portions of two, three, four, or more railroads.

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Inst	Max uti.	Dinotes	Tennessee.	- Georgia.	S. Carolina,	N. Carolina.

In this table, the statistics of the fisheries, and of the turpentine and aber lusiness, three important sources of the products of North Carolina, inguch of which she would surpass all of the States with which she has her compared, are omitted, not being accessible to the writer. And North Ciplina is here compared with States, some of which have already advamed far in the work of internal improvement; and have received, in retom, the increase made by the creative power of those suprovements. Yet, even under these disadvantages, how do the statistics of North Carolina appar, in comparison with the statistics of those States

With the smallest territory of any in the number, except South Carolina and Tennessee, she is third in the number of inhabitants; second in the number of acres of improved land; third in the aggregate value of real and personal estate; third in manufactures; foremost, and most rapidly increasing, in the all important interest of shipping; high above the average in the general result; respectable in every many and hindmost in nothisg, inders it be in the small cost of her government, and the lightness of her state debt.

If we study her undeveloped resources, they are magnificent. Her soil is right and, being abundantly supplied with well distributed and inexis rich, and, being abundantly supposed and fertilizers, it is inexhaustible, should be polits of rich manures and fertilizers, it is inexhaustible, the fightest collipsion. Her genial and comprehen Repeathener surface are already uncovered exhaust, all the other States, per from and coal. On the slope between her lotty mountains and her sell-oard, streams, larger than the Merrimae, flow over rapids where more afterturing cities may fionrish. And their many tributaries in their rap offer thereased a col manufacturing towns and village AtBeaufort, on her coast, is a backor of the first class, admitted to be the bet in the Union south of the Chesapeake, and presessing a rare combinatio of advantages. low, how are these States, with which North Carolina compares in statisks so favorably, progressing in the construction of rail reads." Though the all have extensive inland mavigation, they are all in the full career of service of general system of rail roads. South Carolina has a success. I rail road in operation in nearly every district, and is taking steps for he construction of perhaps as many more. Genergia has nearly a thrus and failes of rail road in successful operation, and is yet aritating so many erre, that her system scens but to have commenced. Tennessee and Illinois are each webbing themselves with mighty systems of rail roulis, which, when completed, will extend their ramifications into every county and the construction of which is rapidly advancing. Missouri has caught the same spirit; and, at the last sussion of her logislature, voted million for the construction of rail roads. Even infant Isua loss commenced the work of constructing, across the whole width of her virgin soil, three or four pioneer rail roads, to carry the locemotive in advance of the march of civilization. How does the prosperity of North Carolina compare with the prosperity of these rail road making States". As the flor tuxpriant vegetation of his ture seems dwarfed, when placed by the products of a high cultivation; or as a stately ship, pressing forward with full sails, appears to retrogade when passed by the more rapid motion of a swift occan steamer; so North Carolina, though marching forward in her strongth, and growing great, sectas in comparison with the more rapid progress of her sister States, to recede and dwindle

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Wilmington is not only nearer to Charlotte than Charleston is : but it is a fact equally significant that Wilmington is measure to Cincin nati than Charleston is; and is also nearer to Cincinnati than New York is. The Atlantic, Tennessee and Ohio Railroad would open a direct com munication between Wilmington and Cincinnati; so direct, in fact, that would be called an air line, or bee line rail road between these point And, while South Carolina is lavishing millions to connect Charleston Cincinnati, North Carolina, thanks to the opposers of the Atlantic, Tea see and Ohio Rail Road, stands in the attitude of having refused a na charter to a rail road stretching its whole length directly between Wiltan g ton and Cincinnati.

It may be supposed by some persons that, although North Carolina is able to sustain a general system of rail roads, yet it would be usele- to charter the Atlantic, Tennessee and Ohio Rail Road, or a rail road from Charlette to Whitesville, because the particular sections of the State through which they would pass would be unable to sustain a rail road. The statement of a few plain facts will be sufficient to refote such a supposition.

There are eighty-two counties in North Carolina, the average population of which is 10,596. The counties of Columbus, Robeson, Richmot Auson, Union and Meeklenburg, through which a rail road from Charlotte to Whitesville would pass, have an average population of 11,000. The counties of Mecklenburg, Lincoln, Catawba, Rowan, Dedell, Alexaster, Caldwell and Watauga, through which the Atlantic, Teppessee and Ohio Rail Road, including a connection with Salisbury, would pass, have an av-crage population of 9,256; which, in proportion to their area, is more than the general average of the State, most of those being among the smallest counties in the State. And these counties will be found to compare as favorably with the rest of the State in other statistics as they do in population. In Illinois, the twenty-two counties through which the great Central Rail Road from Galena to Cairo passes, have an average population of on-

ly 7,158. It thus appears that the section of the State through which the Atlantic, Tennessee and Ohio Rail Road would pass, is superior in population and resources. This section of the State, also, owing to the variety of its soll and climate, exhibits, at each step, varying productions and mutual de-pendences. The Atlantic, Tennessee and Ohio Rail Road would unite the line regions through which it would pass, with their natural outlets upon the coast, would combine harmoniausly with the other rail roads of the State; would penetrate the mountains by the most available pass, and would form the great channel of communication between our seaboard and the North West. In short, it would combine all the great advantages which men propose to attain by the construction of rail roads,

Beyond the limits of North Carolina, both in South Carolina and in the West, the liveliest interest is manifested in the success of the Atlantic, Tenpessee and Ohio Rail Road. Tennessee has made an appropriation, to aid in constructing the portion of it which will be upon her soil, of eight the sond dollars per mile. The East Tennessee and Virginia Rail Road of pany have even gone so far as to cause a reconnoissance to be and that portion of it, in North Carolina, which lies west of the Blue Rore And the very able engineer in their employment has officially tepo that it can be constructed at a cost per mile not exceeding that of a East Tennessee and Virginia Rail Road. From the Central Rail Road

our own State to the fact of the Blue Bidge on the East side, the every where of the most favorable character. The Blue Ridge delf press sents the only formidable obstacle in the way upon the whole come; as although the Watauga pass has not been subject to the test of an survey, it will certainly compare favorbly with any other, and is by those well informed on the subject, to present the most eliby which a rail road can be made to penetrate the Eue Ridge Carolina

I have endeavored to show that the refusal of North Carolin the Atlantic, Tennessee and Ohio Rail Road company was a wise. The facts addaced for that purpose are founded upon ti aland ascertained backs of the past and the present. If those fact and the inferences drawn from them sound, they merit the Park the North Carolinians, however humble the writer may be.

We have been led, in treating this subject, to engage for a orth Carolina and an analysis a general system of Internal impr North Carolina, and to allude to the advantages combined in the situ of Beaufort harbor. It will not be uninteresting in conclusion to conare attentively for a while the importance

" Thus you will not only, as tax-payers, bear your full share of the burden of the Contral L al Road, which we admit, by our argument, to have been intended for our especial benefit; but you will, as toll payer, also, relieve us as much as we can make you, of our part of the burden. By this arrangement we will secure to ourselves the big end of the profit, while you sill have to carry the heavy end of the burden.

" This is so obviou. to our intelligence, and so tempting to our capidity, that, altho gh we uwe you a debt of gratitude redeemable in a Rail Road, yet we would not only refuse to aid you in the construction of the Atlantic, Tennessee and Okio Rail Road, if you had the temerity to ask it, but we will dely you even a naked Charter for it. We will not even let you haild your own floar with your own money. We will force you to traffe over the Centra Rai Road.

Such is the argument, in a different dress, but in substance unchanged. If, in its new dress, its injustice seems somewhat more glaring, it is no more gross.

But how can it be true, as urged in clds argument against the Atlantic, Teunnessee and Ohio Rail Road, that its construction would tend to divert the trade of those counties through which it would pass, from the Seaboard of North Carolina to the City of Charleston ? Charlotte and Salisbury are stready, by means of the Charlotte and Columbia Rail Road and the Central Rail R and, in connexion with Charleston as well as with our own seaboard. The people of the counties through which the Atlantic Tennessue and Ohio I ail Road would pass, already trade to Charlotte and Salisbury, with which it proposes to connect them. Arrived at those points, they find own scattering connexion by Bail Road with Charleston, as well as with our they find is to their massed of the entire liberty of trading with either. If they muy do so. If on the other "gade to the scaboard of North Carolina, to Charleston, they may do so. The Atlantic and it to their interest to trade would nearly enable them to arrive at Salisbury and Und Ohio Rail Road er facility ; but those places would be made no nearer to, or more to connected with Charleston, and no further from our seaboard than they ATE DOW.

It is clear, then, that the construction of the Atlantic, Tennessee and Ohio Rsil Road would not tend to divert the trade of the counties through which it would pass, from the seahoard of North Carolina to the City of Charleston ; but that its effect, on the contrary, would be merely to facilitate the trade of those counties to the towns of Salisbury and Charlotte, where they already fied themselves in connection by Rail Road both with our own senhoard and with Charleston ; connections which have been effected through the previous Legislation of our own State, the one with Charleston, first.

It is assumed, as a fundamental principle, in this argument against the Atlantic, Tennessee and Ohio Rail Road, that it is injurious to North Carolina to cot sect inter or portions of the State by Rail Road with seaports in adjacent Status, so as to familitate the trade between them. Is this principle trac ? If so, North Carolina owes a heavy debt of gratitude to the opponents of the Atlantic, Tennessee and Ohio Rail Road, for exposing an error wi ch has hitherto affected much of her Legislation on the subject of Rail Roads.

She has beretofore chartered the North and South Carolina R. Road, the sleigh and Columbia R. Road, the Louisville, Cincinnati and Charleston R ad, the Tennessee Fiver R. Road, the Charleston, Blue Ridge and Chatta-" a R. Road, we ; a.: designed to connect interior portions of the State with eston. And she has with equal facility granted Charters for R. Roads extended across her northern boundary to the scaports of Virginia. If a his Legislation is erroneous, then truly North Carolina has adhered very adly to the error of her ways ; until at length the opponents of the Atlant Termssee and Oho Bail Road have calledaned her councils. Tennessee and Ohio Rail Road have enlightened her councils.

And this Legislation is erroneous for the reason alleged, there would seem to V similar error of equal magnitude involved in much of the same o wit, the error of permitting rail roads to be extended from the scaport f adjoining States, across our territory, to the interior of other States. apparent, for example, that Charleston is endeavoring to extend her ', road connections to the Ohio, and to secure a portion of the vast count of the North West. But so much of this commerce as finds its way tongh the Cumberland Gap, the great gate way of the Cumberland Movies, in order to reach Charleston by rail road, is now forced for want a direct rail road through North Carolina, to make an awkaid bend town, the South West and poor its full tide of awknid bend tows, she South West, and pour its full tide down the val-ley of the Last Ten see and across the wide domain of Georgia.

The American coast of Lake Erie is much less extensive than bast of North Carolina. Yet their is a rail road along this coact, and rail roads and four caunts, with their various ramifications, running this mere lake coast into the interior.

Yet it has been less than thirty years since the first mile of oud was laid in the United States ; and these vast systems of rail road unparalleled rapid development of which is the wonder and glory duge, were commenced when rail roads were in their infancy and theiress an experiment ; and when the population, wealth and resources of interover which they extend, were no greater, in proportion to their of their territory, than are the population, wealth and resources orth Carolina.

These facts Illustrate the creative power of rail roads; and that, instead of weakening each other, they build up, strengthen actain each other. And they prove to a reflecting North Carolinian thites require and can sustain a system of rail roads which will extend mifications into every portion of the State, and send into her reflex. tremities the life-giving flow of commercial prosperity. If the per the North and West could do all this, commencing poorer than we al in the infancy of rail roads ; why should North Carolina sit upon 61 of do nothing, ringing her hands in deepair !

We will now compare some of the leading statistics of Northina, under the census of 1850, with those of the adjoining States of Surolina, Georgia and Tennessee, which are webbing themselves withouts running into every portion of their territory. We will add Illino arly equal to North Carolina in population and area, and now rapiceloping a magnificent system of rail roads. We will also add Mis has lately communeed a general system of rail roads; and lotant

Yet'North Carolina he reason to be proud of her statistics. They prove that, though she may be deeping, she is a sleeping glast. Though under tab ned at home and derided abroad, yet she is richly endowed by nature with the elements of prosperity; and, by the energy and perseverance of her sons, may yet be placed side by side with the foremost States in the Union.

Who, after comparing the statistics of North Carolina with these of South Carolina, Georgia, Tennessee, Illinois and Missouri, can any longer doubt that North Carolina, too, can construct and maintain a general system of rail roads ? Nay, who can doubt that, in this age of progress and enterprise, when the snecess of rail roads is no longer a matter of doubt, and when the cost of their construction has been so much reduced, and so great improvements have been made in their operation; and new that the rail roads of North Carolina would be feel and strengthened on every hand, by their numerous connections with the rail reads of South Proline, Georgia, Tennessee and Virginia; and when North Carolina, from her lack of internal navigation, is forced by accessity to build rail roads; who, in view of all this, can besitate to believe that North Carolina can sustain, and will certainly construct, a general system of rail roads ; that the spirit and progress of the age will inevitably force through its construction, in spite of every opposing obstacle !

Taking it for granted, then, that a general system of rail roads, extend. ing into every part of the State, must and will be constructed in North Carolina, let as now revert to the subject more immediately under our conideration, and view the Atlantic, Tennessee and Ohio Rail Road as a part of the general system of rail roads in North Carolina

Were those who opposed the Atlantic, Tennessee and Ohio Railrand, because it was proposed to give it a terminus at Charlotte, aware that Carlotte is nearer to Wilmington, on our own senboard, than to Charleston? Yet such is the fact. The distance in a straight line from Charlotte to Charleston, would, if drawn in the direction of Wilmington, extend far into the Atlantic ocean. The difference in the distance by rail read would he still greater, in favor of Wilmington. For the rail road connection be tween Charlotte and Charleston is croaked and indirect, while the connection between Charlotte and Wilmington would be unreadily straight and direct. By a fortunate conformation of its natural route, the Wilmington and Manchester Bailroad already extends from Wilmington to Whitesville, in Columbus county, on the direct route to Charlotte. And from Whitesville to Charlotte, through the fine counties of Robeson, Richmond, Auson, Union and Mecklenburg, there is a direct and very favorable route for a rail road.

It is obvious, then, that, in the future development of the rail roull system of North Carolina, one of the first and most important rail roads which will be constructed will be a rail road from Charlotte to Whitesville. This rail road will meet the Central Hailroad at right angles, and will connect the most wealthy and prosperous portion of our interior with Wilmington, our most flourishing scapart. And North Carolina may well afford to foater the interests of Wilmington with an affectionate hand; for Wilmington deserves well of the State. Wilmington has done more to promote the improvement of North Carolina than all the other towns in the State; and, in proportion to her wealth and population, is, without any exception, the most liberal and enterprising city in the Union.

i thus harbor

The harbor of Beaufort is capacitors enough to accommodate w la case the largest commerce in the world. It is open at all seasons, a can be entered and cleared in all weathers. It is effectually secured, I he form of its coast, from blockade in time of war; and it is so entirely (salulirious as to be a place of recort in the sickly season. has twenty three fort of water at law tide, which is a depth admit the largest merchant men and ocean steamers affoat. land locked, and at all times affords safe anchorage. And yet mediately on the ocean that it can be entered and cleared without a and vessels at sea, calling upon the great highway of dominer our Northern and Southern eitics, pass in sight of its wharve from the South bound for Liverpool, and vessels from the North bound for the West Indies, pass over the same route. And what is most remarkable of all, Beautort is so situated, with respect to the ocean current, and prevailing winds, that vessels from all parts of the Union, whether Northcor South of Beautort harbor, salling for South America, Australia, Isia, Africa, or the Mediterranean, pass near its entrance.

Such is the wonderful combination of advantages united at B Harbor. In the present state of the commercial world, the pon of these advantages justifies the belief that a great commercial erected at that point. But there are great events now in procommercial world, which will give to the signation of Banufact Harbor incalculable importance.

Some of these great events, which will be eafter he looked open as cras. in the history of commerce, are the establishment of a direct couron trade with the continent of Europe, centering at Genoa, or some other city, upon the Mediterranean sea; the settlement and civilization of Australia the growth of a commercial republic in Liberia ; and the rush of immigration, and formation of a mighty empire in the valley of the Amazon. the vast commerce of these grawing empires, and of Asia and the Mediterranean with the United States, must all pass by the entrance of Beaufert Harbor ; and if that harbor is as near the heart of the great valley of the Mississoppi as any harbor upon the ocean; why may it not be made the centre of a vast commerce ? What but emergetic action, guided by wise ouncils, is required, to give Beaufort a future of unexampled prosperity ? As the grandeur of this possible future develops itself to the intellectual vision, the imagination is capitvated in its contemplation.

But this great future, for Beaufort and for North Carolina, can only be marine great marre, for headors and for North Carolina e States are straining every nerve, to outstrip each other in the race of the provential. If North Carolina does not wish to be distanced in that gloring strace, she too must exact her strength. If she will arouse her durumant energies, and enter resolutely into the contest, she has nothing to fear from the resuit. Let the watchword of her sous then, be, Action, Action, Action

W. W. LENOIR.

------LATE PROM EUROPE. ARRIVAL OF THE STEAMER ARABIA.

NEW Yons, April 25, The Arabia has arrived at Half az, bringing the gratifying ne advance of 1-16 to k in cotton. /Sales of the week ending Thursd 40,0.00 bales. Flour advanced is. Wheat 6d. Corn 18d. a 3s. ions firm, and transactions moderate. Consols advanced i a higher.

ADDITIONAL DESPATCH.

The following are the particulars of the outton market. Fair 61-middling 51. Fair Uplands 61-middling 51. The demand from the trade, and freely met by holders. Speculators took 7,6 and exporters 2,000.

Another Liverpool circular quotes middling Orleans 5 9-16, upland 6k. Stock on hand, exclusive of that on shipboard, 716,0 of which 392,000 are American.

The Manchestar trade was slightly improved. Western Canal f White wheat 12 wald. The domand for corn is fair-good quality improved most. White 43-yellow 42. Land in moderate deman ces in favor of buyers.

United States stocks unchanged, but transactions small. Consols nt 873.

HAVER MARKET, APRIL 12 .- The sales of the week in cotton 5.000 bales,

In the East there has been no fighting either by sea or hand, and Russia are engaged in negotiations. The Russians have sure opening the ports of the Japanese empire.

Admiral Napier suddenly put to sea.

Lenoir, April 14, 1854.

The Spanish Government has made ample reparation for the Black W rior outrage.

The Pacific arrived out on the morning of the 14th instant,