The North Carolina Whig.

"Be true to God, to your Country, and to your Duty."

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...ON & WILLIAMSON,
EDITORS.

T. J. HOLTON, PROPRIETOR.

TERMS:

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Poetry.

Yesterday and To-morrow.

BY CHARLES SWAIN.

As the sun now glows on earth,
Ages have beheld it glow;
As the flowers now spring to birth,
Spring they thousand years ago!
Each day must pass away,
Bringing smiles or sending sorrow;
As the world was yesterday,
So 'twill be to-morrow.

Wherefore should we own our pain,
Since the pain, like all things, goeth?
Where's the wisdom to complain,
Since our feelings no more knoweth?
Hearts may bloom, yet show no flowers;
Eyes may mourn, yet hide their sorrow—
As the world went yesterday,
So 'twill go to-morrow.

Life is like the wind that blows
When the clouds of morn are breaking;
Life is like the stream that flows—
Something leaving—something taking.
Better cherish what we may,
Then recall the past without sorrow—
As the world rolled yesterday
So 'twill roll to-morrow.

Miscellaneous.

THE PARENTS LEGACY

AN INCIDENT IN REAL LIFE.

Whoever has traveled among the Scottish hills and dales, cannot have failed to observe the scrupulous fidelity of the inhabitants to the old family Bible. A more honorable trait of character than this cannot be found; for all men, whether Christians or infidels, are proud to put reliance in those who make the Bible their confidant, and whose well-thumbed pages show the confidence their owners possessed in it.

A few years ago there dwelt in Ayrshire an ancient couple, possessing of this world's goods sufficient to keep them independent from want or woe, and from tottering steps. A gallant of a farmer became enamored of the daughter, and she, nothing loath, consented to become his. As the match was every way worthy of her, the old folks consented, and as they were desirous of seeing their bairn comfortable, they were made one. In a few short years the scythe of time cut down the old couple, and they gave their bodies to the dust and their souls to their Creator.

The young farmer had heard much of the promised land beyond the sea, gathered together his duds, and selling such as were useless, packed up those calculated to be of service to him at his new home. Some neighbors, having the same itching for adventure, sold off their homes and homesteads and set sail for America.

Possessed of considerable property in the shape of "siller" this company were not like the generality of emigrants, poor and friendless; but happy, and full of hope for the future. The first thing done after landing, was taking out their Bible loom, and returning thanks and praise to Him who had guided to a safe haven.

As the farmer's object in coming to this country was to purchase a farm and follow his occupation, but little time was spent in the city he had arrived in, and as his fellow-passengers had previously determined on their destination, he bade them farewell, and with a light heart turned his face toward the setting sun. Indiana at this time was settling fast, and having heard of its cheap and fertile land, he determined on settling within its borders.

On the banks of the Wabash he fixed on a farm, and having paid cash for one half, gave a mortgage for the balance, payable in one year. Having stocked his farm and put seed in the ground, he rested from his labor, and patiently waited the time when he might go forth and reap the harvest; but alas! no grain gladdened his toil. The fever of the country attacked him, and at the time when the fields were white with the fulness of the laborer's skill, death called him home, and left his disconsolate wife a widow, and his only child an orphan.

We leave this sorrow, and pass on to the struggle of the afflicted widow a year afterwards. The time having arrived when the mortgage was to be paid, she borrowed the money of a neighbor who had been very attentive to her husband and to herself, one who dwelt at the same place with her to renew their professed obligations to the Giver of all good. Hard and patiently did she toil to repay the sum against the promised time; but all would not do—fortune frowned, and she gave way to her accumulated troubles. Disheartened and distracted, she relinquished the farm and the stock for a less sum than she owed her Christian neighbor, who, not satisfied with that, put an execution on her furniture.

On the Sabbath previous to the sale she took courage and strengthened herself with the knowledge that she had wronged no one, went to the temple of her father, with a heart filled with humanity and love, poured out her soul to "Him that turneth not away," and having communed side by side with her Christian neighbor, returned to her desolate home.

Here her fortitude had like to have forsaken her, but seeing the old family Bible, she reverently put it to her lips, and sought consolation from its pages. Slowly she pursued its holy inspiring verses, and gathered hope from its never failing promises.

The day of sale having arrived, her few goods were in due course knocked off to the highest bidder. Unmoved she saw pass from her possession article after article without a murmur, till the constable held up the old family Bible. This was too much. Tears flowed and gave silent utterance to a broken heart. She begged the constable to spare her this memento of her revered and departed parents; and the humane man of the law would willingly have given it to her, but her inexorable creditor declared that every thing should be sold, as he was determined to have all that was owing to him.

The book was therefore put up and about being disposed of for a few shillings, when she suddenly snatched it, and declaring she would have some relic of those she loved, cut the slender thread that held the brown linen cover, with the intention of retaining it. The cover fell into her hands, and with it two flat pieces of thin dirty paper. Surprised at the circumstance, she examined them, and what was her joy and delight to find that they called for five hundred pounds in the Bank of England. On the back of one, in her mother's hand writing, were the following words:

"When sorrow overtakes ye, seek yer Bible." And on the other, in her father's hand: "Yer father's ears are never deaf."

The sale was immediately stopped, and the family Bible given to its faithful owner. The furniture sold was readily offered to her by those who had purchased, which she gladly took back.

Having paid off her relentless creditor the utmost farthing, and rented a small house in the village of ——, she placed the balance of her money in such a way as to receive interest enough to keep her comfortable, and is now able to enjoy the prospects of the old family Bible without fear or molestation. Her time and attention are devoted to the bringing up of the bright, blue-eyed Alice, and if the happy smiles of the countenance may be considered an index of the heart and mind, little Alice bids fair to be a shining star in the community of which she at present forms but a unit.

At the meeting house, in the centre of the village, may be seen every Sunday, sitting about half way up the south aisle, a lady about thirty years of age, dressed in drop mourning, with the beauty of holiness, but on whom may be seen deep traces of sorrow.

At the public house, in the same place and at the same time, may also be seen a being in the garb of a man, bloated and sitting over the poisoning bowl. The one is the professing widow—the other the professing neighbor.

AFFECTING INCIDENT.

I recollect one member of Congress who was always rallying me about our Congressional Temperance Society.

"Briggs," he used to say, "I am going to join your Temperance Society as soon as my demijohn is empty." But just before it became empty, he always filled it. At one time, towards the close of the session, he said to me:

"I am going to sign the pledge when I get home—I am in earnest, 'continued he;' my demijohn is nearly empty, and I am not going to fill it again." He spoke with such an air of seriousness as I had not before observed, and it impressed me; and I asked him what it meant—what had changed his feelings.

"Why," said he, "I had a short time since a visit from my brother, who stated to me a fact that more deeply impressed and affected me than anything I recollect to have heard upon the subject in any temperance speech I have heard or read.

"In my neighborhood is a gentleman of my acquaintance, well educated, who once had some property, but is now reduced—poor! He has a beautiful and lovely wife—a lady of cultivation and refinement—and a most charming daughter.

"This gentleman had become decidedly intemperate in his habits, and had fully alarmed his friends in regard to him. At one time, when a number of his former associates were together, they counseled as to what could be done for him. 'Why don't you send your daughter away to a certain distinguished school' which he named.

"O, I cannot," said he, "it is out of the question. I am not able to bear the expense. Poor girl! I wish I could."

"Well," said his friend, "if you will sign the temperance pledge, I will be at all the expense of her attending school for one year."

"What does this mean?" said he. "Do you think me in danger of becoming a drunkard?"

"No matter," said his friend, "about that now; but I will do as I said."

"And I," said another, "will pay the rent of your farm a year, if you will sign the pledge."

"Well, those offers are certainly liberal—but what do they mean? Do you think me in danger of becoming a drunkard?—What can it mean? But, gentlemen, in view of your liberality, I will make an offer. I will sign if you will."

This was a proposition they had not considered, and were not very well prepared to meet; but for his sake they would and did sign, and he with them.

And now for the first time, the truth poured into his mind, and he saw his condition, and sat down bathed in tears.

"Now," said he, "gentlemen, you must go and communicate these facts to my wife—poor woman! I know she will be glad to hear it, but I cannot tell her."

Two of them started for that purpose: The lady met them at the door, pale and trembling with emotion.

"What," she inquired, "is the matter? What has happened to my husband?"

They bid her dismiss her fears, assuring her they had come to bring her tidings—but good tidings, such as she would be glad to hear.

"Your husband has signed the temperance pledge—yea, signed it in good faith."

The joyous news nearly overcame her—she trembled with excitement—wept freely, and clasping her hands devotionally, she looked up into heaven, and thanked God for the happy change.

"Now," said she, "I have a husband as he once was, in the days of our early love."

"But this was not what moved me," said the gentleman. "There was in the same vicinity another gentleman—a generous, noble soul—married young—married well—into a charming family, and the flower of it. His wine drinking habits had aroused the fears of his friends, and one day, when several of them were together, one said to another, "let us sign the pledge." "I will if you will, said one to another, till all had agreed to it and the thing was done.

This gentleman thought it rather a small business, and felt a little sensitive about revealing to his wife what he had done. But, on returning home, he said to her:

"Mary, my dear, I have done what I fear will displease you."

"Well, what is it?"

"Why, I have signed the temperance pledge.

"Have you?"

"Yes, I have, certainly."

Watching his manner as he replied, and reading in it sincerity, she entwined her arms around his neck, laid her head upon his bosom, and burst into tears. Her husband was affected deeply by this conduct of his wife, and said:

"Mary, don't weep; I did not know it would afflict you so, or I would not have done it—I will go and take my name off immediately."

"Take your name off!" said she; "no, no! let it be there. I shall now have no more solicitude in reference to your becoming a drunkard. I shall spend no more wakeful midnight hours. I shall no more steep my pillow in tears."

Now, for the first time, the truth shone upon his mind, and he folded to his bosom his young and beautiful wife, and wept with her. Now, I can't stand facts, and I am going to sign the pledge—*Speech of Gov. Briggs.*

AN INCIDENT.

At the recent conflagration in Troy, New York, we notice the following incident of the gallantry of one of our fellow-citizens, which we take from the Troy Daily Traveller:

"During the progress of the fire, an incident occurred which very happily illustrated a characteristic of those bound together by the mystic influence of 'the triple link.' A friend of ours (from Columbia, South Carolina, who is on a visit to his relatives residing here,) was assisting in the removal of some valuables from a house which was already on fire, when an emblematic breast pin which he wears was observed by the lady who resided there. She gave him the token of the 'R.' degree of I. O. O. F., and pointed to a highly cherished portrait upon the wall in the next room.

"Our friend immediately conveyed it to a place of safety, and returned to the adjoining house, supposing of course that the lady had left the building—when he heard some one anxiously inquiring if she had been seen. Impelled by a sudden thought he rushed into the house, part of the roof of which had fallen in, and found the lady sitting upon a bedstead in one of the rooms, so completely paralyzed as to be unable to move or speak. It was the work of a moment to catch her in his arms, and the next he was seen jumping through the open window with his charge—"a brand plucked from the burning"—whom he carried in safety to the next street, where, under proper treatment, she soon revived. The lady has since ascertained the name of her benefactor, but he forbids us mentioning it."

THE NEWARK RIOT.

We learn from our northern exchanges that on Tuesday last the American Protestant Association assembled at Newark, New Jersey, to celebrate the first sitting of the American Congress.

The Herald says:

"The various lodges of the order in New Jersey were in attendance and there were also several from this city and neighborhood. It is estimated that there were at least three thousand persons in attendance.

A procession was formed, which marched through the principal thoroughfares, and at noon a dinner was partaken of. Nothing occurred to mar the scene until afternoon; when, as the procession passed through one of the streets, it encountered a crowd of opponents, who saluted it with derisive shouts, and finally a stone was thrown, which struck one of the Protestants.

"Just at this moment, as it is related, several shots were fired from a Roman Catholic Church in the immediate vicinity. The procession broke for the church instantly, and in a short time completely sacked its interior, despoiling the altar, and rendering it a complete ruin. A building from whence the first attack was made was also assaulted. A number of persons on both sides were badly hurt, but we do not find that any one was killed. Through the exertions of the officers of the procession, the body re formed and proceeded on its way. An intense excitement prevail d in Newark in consequence of the deplorable riot, and it was utterly impossible to ascertain the origin of the disturbance."

A down-east editor says that modesty is a quality that highly adorns a woman and rules a man.

Communications.

FOR THE N. C. WHIG.

RUTHERFORDTON.

Not long since the writer was called to visit and remain a few days in this flourishing and beautiful town. The citizens are universally distinguished for their noble character, public spirit, hospitality to strangers and a variety of other virtues to which no christian can object. Located in the midst of a salubrious and romantic region, it teems with the beauties of nature, the bounties of a kind Providence and all the advantages of health.

Although no one can justly claim exemption from mortality or any other human ill, yet deaths and cases of severe disease occur less frequently at this point and in the vicinity than in any other portion of the State. Every youthful cheek was glowing with health and even the aged were uncommonly robust and active.

We noticed the handsome and tasteful edifices of Gen. Bynum, Mr. Mitchell, Mr. Miller, Mr. McEntire, and also that of Gen. Bynum. He is a remarkably dignified and fine-appearing gentleman; and withal very affable, engaging and urbane. Whilst he is far from being ambitious or aspiring I cannot but believe he would creditably fill any office in the gift of the people. His amiable and accomplished lady has set a commendable example to her North Carolina sisters in getting up a crusade for the avowed and worthy object of rescuing Mount Vernon, by voluntary contributions, from the hands of capitalists and preserving it as the sweet and sacred home of *Washington*; and her efforts have been crowned with an encouraging and flattering success. Who can tell what one lady can effect when she is earnest, active and persevering! Were all our fair sisters prompted by the same motives and impelled by the same energy, the great work would soon be accomplished; for then gentlemen would be forced to say, if woman's heart quail not how can ours!

S. C. P.

THE DEAF AND DUMB.

MESSRS EDITORS: I have just returned from a visit to Cedar Spring, four miles South-East of this place, where there is an Institution for the instruction of deaf mutes. Cedar Spring has long been noted for the excellency of its water, and for the beauty of its situation. A more delightful spot can scarcely be found. It is one of Nature's fancy pieces which we occasionally find in the up-country—a sylvan sanctuary which art has embellished without converting its shady retreats into arid fields. Surely there is nothing more refreshing in summer to the tired laborer or the worn traveler, than an area covered with stately forest trees, and that must be *strange* taste which would clear them all away from a building site. There is yet one sort of music superior to that which the zephyrs make when they convert the leaves of the old oaks into lyres of softest tone:

"How sweet at close of silent eve,
The maiden's responsive sound;
How sweet the vows that never deceive,
And cheer by stealth the crowned.
How sweet to sit beneath a tree,
In some delightful grove;
But oh, more soft, more sweet to me,
The voice of her I love."

The first institution of the kind in question was established in Hartford, Conn., 35 years ago, at which time a Parisian, who is still a teacher in that venerable school, came to this country and entered upon his labors as an assistant. There are now said to be sixteen institutions for the education of deaf mutes in the United States. That at Cedar Spring was established by Mr. Walker as a private enterprize, five years ago, and has now an average attendance of 25 students. The Legislature, however, since that time has appropriated $3,000 to aid in putting up suitable buildings, and has also engaged to pay the tuition and board of all indigent pupils within the State who may attend the institution.

The mode of instruction is curious and deeply interesting. Two large rooms, lined with black boards, are appropriated to the classes. I entered and all is still. What a contrast to the din of 30 or 40 urchins, together with the stentorian voice of the teacher, which the traveler sometimes hears from the old field school houses as he passes. The sign language is truly admirable. The beginner first learns the alphabet—there is a sign for A, a sign for B, etc.—There is then a sign for every word, whether a noun, verb, adjective, or preposition. The signs for the most common objects are first learned, and then the more abstract words are acquired.

But the question will be asked, how is it possible for the memory to retain all these ten thousand signs? The answer is, that these signs are not wholly arbitrary: the sign is generally a representative of the thing signified. Thus the word *goat* is represented by the motion of both hands upwards to denote the horns, and a stroking of the chin with one hand to denote the beard, or hair under the throat. The word *key* is represented by closing the fingers upon the palm of the hand, and then turning the hand and arm as one does when he unlocks a door. In this way the motions which stand for nouns are easily remembered. Those signs which represent actions or passions—the verbs—are likewise easily acquired. Those words which of themselves have no signification are the most difficult. If the word *keys* is to be represented, the opening of the hand to denote *more* is added to the signs which represent the word in the singular number. In this way all plurals are formed. The system is founded upon nature, and those who fully understand it can converse with greater facility in the pantomimic language than others can by means of speech.

The deaf mute has naturally no idea of names, and the great difficulty is at the outset to convince him that everything has a name. When this is done, and curiosity fully awakened, the work of teaching him is comparatively easy. A class of boys and girls who have been in the Institution a year or more can look at the teacher while he dictates a sentence, and then write it out with great accuracy and despatch. After they become perfect in this, the next step is to require them to dictate and write for themselves. On the occasion of my visit I found two very creditable compositions on the black-boards. To graduate in the Institution requires six years, but it was delightful to see very small boys and girls conversing together and smiling as joyously as if they had the power to articulate.

The most impressive scene of all, however, was the evening prayer. We repaired to the chapel, and the students arranged themselves in order around the Preceptor, all standing. The latter closed his eyes and in the midst of profound silence, while every eye was fixed upon him, *acted* a prayer. How sweet the thought that our Father in Heaven requires *faith* only, not words, in his worshippers. And how pleasing the hope that in a coming day the tongues of all these children of misfortune shall be unloosed, and made immortal to speak and sing Jehovah's praise!

S.

Spartanburg, S. C., August 31, 1854.

N. C. System of Rail Roads.

MR. BURNS:—At the Rail Road Convention at Charlotte on the 8th inst., you know that the Caldwell delegation was placed under some embarrassment by the absence of Delegates from the adjoining counties, and from the State of Tennessee! This was caused mainly by the want of proper notice of the time, and in part by a fear that the proposed Road might conflict with the Western extension of the Central Rail Road. This fear, however, is fast giving place to hope and confidence in both Roads, as in the main sustaining each other.

We were not fully apprized, until too late, in the sitting of the Convention, of the desire then entertained, and since expressed by delegates from the lower counties and city of Wilmington, to know more of the mountain region of North Carolina and Tennessee. Neither did it occur to us that the brief sketches of that region by myself and others, in connection with the extension of our Rail Roads had not been much read in the region below Charlotte and Salisbury.

I herewith send you one of said sketches written July 3d, 1850, and will furnish you ere long, such additional sketches and statistics as my limited time from other engagements will allow.

It is my present purpose to define more fully the *general system* to which I have so often alluded. I have been prevented from doing so heretofore, from feelings arising from the fact that my own county of Caldwell would have a conspicuous position assigned to her by nature, and the important interests that may be concentrated within and near her borders; possessing as she does the best outlet to the great West from the valleys of the Yadkin and Catawba rivers; and as that position has been clearly indicated by the surveys which are now in progress, and by the action of the Charlotte Convention, which has also fully endorsed a very important part of the system; I shall now without further hesitation, define the other important parts of the same, with all due deference, however, to the wisdom of the Legislature, and others who have so ably written on the subject.

I hope the reader will take pencil in hand and a good map, and make plain pencil or colored lines, as follows: First, along the lines already under construction, (including the Eastern extension to Beaufort.) Then from *Wilmington* (or Whiteville,) via Rockingham, Charlotte and Lenoir, to Jonesboro', Tenn. Again, from *Beaufort*, via Fayetteville, Salisbury and Statesville to a *Junction* with the Wilmington and Jonesboro' line in the county of Caldwell or Catawba; which I will fix, however, in the county of Caldwell as a more *direct route* to the great West for the Beaufort and Central interests:—and which will be about as near as any for the Memphis route via Asheville!

Now, from this *Junction* to Jonesboro', a distance of some 100 miles, is the portion which I deem most important to the State, and which I have called the *Trunk of a great system*. About 40 to 60 miles of this will be within the limits of our State; through which the two lines I have drawn from our own seaports would run,—to all the important points in the West. It would thus be extended through that portion of North Carolina, Tennessee and Kentucky, which lies *midway* between Northern and Southern competition, and leads directly on the way to St. Louis, and also into two or more of the Pacific Routes!

As next in importance to the State, draw a line from Memphis through the South Western counties, via Asheville and Morganton to said Junction; and to complete the principal features of the system, make the following lines: From Lynchburg to Atlanta, (Ga.,) through the Piedmont counties of the State. From Wilmington through Fayetteville, coal fields, and Greensboro to intersect the Piedmont line. From Raleigh to coal fields. From Charleston to Norfolk, via Wilmington, Newbern, and Washington. These lines I think will accommodate the whole State, as fully and with as little conflict of interest as any that could give the same or an equal accommodation. For such portions as this plan will not sufficiently accommodate, branches might be constructed uniting with our own or other roads.

I will now propose a plan by which the success of this system may be at once secured; and ultimately effected; and by which the main lines may be at once put in course of construction!

The State of Georgia with little more than half the wealth of our State, made as a *State work*, her *Western extension* from Atlanta to the Tennessee River, at a cost to the State, I think of several millions of dollars; and this work has made Georgia for the present (at least) the Empire State of the South.

The little State of Massachusetts, which has already made her connection with the West by Railroad is now engaged in a Tunnel about six miles long, at a cost of several millions of dollars, for the sole purpose of shortening that connection some 10 miles. So important is a speedy trade with the West to her!

As a similar connection will be equally or more important to us, I propose that our State adopt the same policy. Let her secure the system by granting liberal charters, without injurious limit of time for every part. Let her subscribe *more stock where it is most important to the success of the whole.* Let the main trunk be chartered in connection with Charlotte or Salisbury and Jonesboro', Tennessee, across the Blue Ridge! Let her subscribe in stock, the whole amount of cost of so much of the same as lies between the Junction and the State line; or between the Piedmont line and the State line, say 40 miles. Let her subscribe an equal amount to be expended between said Junction and Asheville; or between some point on Piedmont line (in the county of Burke) and Asheville. Or, let her take a larger amount if necessary to include the heavy work on this South Western extension across the Blue Ridge. The two crossings of the Blue Ridge, I set down at 80 to 100 miles at $30,000 per mile, $3,000,000. Add for Tunnels on both Roads, 1,000,000. Thus we have the sum of four million dollars, (4,000,000.) This estimate I think will materially exceed the cost, or might embrace a larger portion of the Roads. But, if it does not, I think the State should without hesitation, go to work upon these *Tunnels*, and take as much stock as may be necessary to cover the cost of all the heavy work embraced in the two crossings of the Blue Ridge.

Should the State adopt the policy of opening these two important mountain passes, I think it may be easily shown that the stock will be good; and the removal of these ancient barriers, will inspire new hopes and energy throughout the State! The other parts of the system which will be comparatively easy of construction, will be stimulated on all sides by a sort of magnetic influence, which, together with the value of the country they will traverse, and the great want of such facilities will *ensure their success without the aid of the State!* If not however, the State could give aid to some of them in the same way that Tennessee has done; which State is bound for $10,000 per mile, in as large a system as I have chalked out.

I have no doubt that by a judicious and liberal policy, the State may ensure the completion of a system, without increasing the amount of her indebtedness to more than about ten millions of dollars; which amount with dividends arising to meet interest, would scarcely be felt, and with her increase of means might be as easily paid as the present debt. It increases to fifteen millions, with an advance of 100 per cent. on the stock; and if the Roads are well managed, might eventually pay all costs, like similar works in other States, without taxing our people at all for their construction!

The valuable Roads on the Internal Improvement of North Carolina, by a North Carolinian, agree pretty well with my own in the Eastern portion of the State generally. The lines, however, which he makes from our seaports, are not so direct to the most important points in the Western States, and would give very little accommodation to some of the most valuable portions of Western North Carolina; for I may say without the fear of giving offence to any, that the counties of Catawba, Caldwell, Burke and McDowell; to which may be added, Yancy and Watauga; embracing a large section of country which is untouched by his plan.—Forms just that portion which may be most appropriately called the "Garden spot of the State," and of which I may have more to say hereafter in connection with other mountain localities, possessing equal attractions in many respects. Another important and beautiful section of Western North Carolina untouched by his system embraces the counties of Stokes, Forsyth, Surry, and Yadkin, which would be fully accommodated by the Piedmont line in connection with Greensboro'. This line would also accommodate the counties of Wilkes and Rutherford, as well as the more expensive lines which he proposes across the Blue Ridge; and it will surely be conceded that the trade of the west, by way of Abingdon and Rutherfordton, would be more easily diverted from our seaports than it would be by the more central routes which I have proposed. So much for the system.

I shall in future speak more of East Tennessee, and more particularly of that portion of North Carolina which lies west of the Junction, and west of the South and Brushy Mountain Ranges, on both sides of the Blue Ridge; and which might with greater propriety be called Western North Carolina.—Draw a line across the State, passing through Raleigh parallel to the coast, dividing Eastern from Middle North Carolina, thus forming the State into three divisions; and this *Western North Carolina* will then, when equally developed, possess a higher value than has ever been assigned to the whole of our territory west of Raleigh; and this I say from sober and honest convictions. It is believed, also, that numerous and valuable discoveries in the way of minerals, are now being made through the whole mountain region west of us,—but more of this anon.

WM. A. LENOIR.

Fort Defiance, July 12th, 1854.

FORT DEFIANCE, Jan. 3, 1850.

MR. GALES: In my communication written at the Warm Springs, on the 8th of November last, I advanced some reasons why a Rail Road should be constructed, connecting our Central Rail Road with the Tennessee and Virginia Rail Road, by a line running from Salisbury, through or near to Statesville, Taylorsville, Lenoir, and through the Johns River Gap of the Blue Ridge, and valley of Watauga river, to the Tennessee Rail Road, at or near Jonesboro', Tennessee. I shall now conclude with some further views in connection with that subject.

* * * My design was, to present this Road from Salisbury to the West, as an extension of our Central Road; as the main stem of a general system, worthy of the noblest efforts of a great State—leaving all the necessary branches to be constructed by individual or private enterprise. This extension, in connection with other Roads already chartered, would serve directly all the great interests in the State, and to some extent, every portion of her citizens. It would also open much the nearest connection with Kentucky and the north-western States, and as near also with Knoxville and the "far West."

* * * * * *

The traveling intercourse between our State and the West and North-west, would be united upon our own Roads—to which may be added the immense travel between our Federal City and the South-west. *

In regard to freight, this route would possess equal or superior advantages to any in the Southern States, especially if extended to Lexington, Kentucky, where it would form a general connection with the North-west, and a continuous and tolerably direct line, passing through every climate and production in the United States. A highly commercial intercourse of commodities would thus be created, and new life and energy infused on the very day that the contracts shall be let. Passing too, through a large section of country possessing superior advantages in climate and water power, for manufacturing purposes,—abounding in stone, coal, plaster and salt, also in inexhaustible supplies of iron ore, pronounced by men of science equal to any yet discovered, and superior to any other on the American Continent; all these elements of wealth would serve to swell the tide of commercial and general prosperity.

By referring to a good map, it will be seen that this plan will carry out, in effect, the cherished plan of our own distinguished and lamented Dr. Joseph Caldwell; also, the original design of the Charleston and Cincinnati Rail Road with greater advantages to our State; also, the design of the General Government, in 1831, in ordering the survey of a Road from Portsmouth, on the Ohio river, to the South-western extremity of Linville Mountain, in North Carolina, for the construction of which the House of Representatives, in 1840, instructed a Committee to enquire into the expediency of making an appropriation.

The failure of these projects was manifestly attributable to difficulties which do not exist in the plan proposed, and which have unfortunately discouraged further efforts. The line from Portsmouth to Linville, surveyed by Lieut. Col. S. H. Long, Topographical Engineer, in 1836, was perhaps the most impracticable that could have been selected, for uniting the interests of the Southern and North-western States, passing as it did through the roughest portion of Kentucky and North Carolina, and almost directly across the mountain ranges of Virginia and Tennessee, the passes through which Col. Long describes as "*not presenting the slightest prospect of a practicable road.*" His description of almost the whole route is unfavorable, excepting allusions to the fertile valleys in the mountains of North Carolina and Tennessee, and a flattering notice of Clinch and Holstein Rivers—which he says, "are to be regarded as *elements of incalculable importance*, whether viewed in connection with our present project, or in reference to their future high destination, which ensures to one of these valleys, at least, the distinction of becoming hereafter a portion of the *great thoroughfare*, connecting by the most direct, easy, safe and practicable route between the cities of New York and New Orleans. Although the difficulties and expense of rendering these streams navigable, may render such an object unattainable or even hopeless, yet *we conclude we are warranted*, that the facilities afforded by their valleys for the construction of Railroads, are such as to ensure, in all human probability, the eventual accomplishment of the latter."

Precisely through these "fertile valleys" of North Carolina and Tennessee, the Road now proposed is designed to run; and the passes through the mountains *do present a remarkable convenience* with the *direction* of this route. Passing smoothly between the South and Brushy mountain ranges, at some point in the valley of the Catawba, and through the Stone and Iron mountain ranges along the banks of Watauga river, to its junction, with the Tennessee and Virginia Rail Road, I believe there is no very serious obstacle in the way, except the Blue Ridge, at the Johns River gap; and there is much reason to believe that this can be more easily passed than any other gap of the Blue Ridge in the State. By the junction alluded to, the connection with Knoxville will be completed. Leaving the Virginia and Tennessee Rail Road at some point above Knoxville, and following the survey of the Charleston and Cincinnati Rail Road, (or possibly a nearer route) the connection with Lexington may be also completed.

It does appear clear to my mind, that this plan would be one of the greatest importance to the welfare of the States of North Carolina, Tennessee and Kentucky—one of vital consequence to the Rail Road interests of each, *and a strong bond of union!*—a bond which might prove to be the true "Keystone" to the arch of this great Republic, and enable these three States to say with united voice to ultras, North and South: "thus far shall ye go and no further!"

As this project is truly national in its character, and a similar one (of far less importance) has been recognised as such, by the General Government; we might with justice and propriety appeal to her for aid but, shall it be said that these three great States are unequal to the task, with their own best interests—State pride—and a lofty position to stimulate them? Shall it be said that either of them could not pay millions of debt—when all the *great elements of wealth*, with which a kind providence has blest them, shall be brought into a state of activity? Shall citizens of North Carolina ever say this? Oh banish such unworthy thoughts—or let us forget that North Carolina was ever a State! Humbly assume the appellation of "chorographers" or Vespitians!—and

In our noble sisters care,
Seek we honor simpler there!?

WM. A. LENOIR.

Her B. M.'s seventy gun ship Bellerophon has been ordered to San Juan.