# The North Carolina Whig.

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

VOLUME 3.

## CHARLOTTE, N. C., NOVEMBER 28, 1854.

#### NUMBER 42.

# ATLANTIC, TENNESSEE AND OHIO RAIL ROAD.

A Bill was introduced before the Legislature of North Carolina, during the session of 1852, for the purpose of chartering the Atlantic, Tennessee and Ohio Rail Road company. This road was designed to extend from the Central Rail Road in North Carolina to the State line, upon the Wassian River, in the direction of Jonesborough, Tennessee; and was intended to connect with both Charlotte and Salisbury. Beyond the limits of South Carolina, companies had been already chartered in other States, to pavide for the extension of this road to the Ohio River. In our State, lough a naked charter without any appropriation was all that was asked, twis refused, and the bill was defeated. I propose to show that the relief of North Carolina to grant this charter was unjust and unwise.

It was argued in favor of refusing the charter, that if the Atlantic, Tenterer and Ohio Rail Road were made, the counties through which it would not would trade over it to Charleston, S. C., and would not trade over the hard Rail Road to the seaports of North Carolina; and that thus the reperity of the seaports of North Carolina would be retarded, and the lie upon the Central Rail Road would be diminished, so as to render it as profitable to the State.

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

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

"It is plain that the Central Rail Road, which opens to us the instant and of our trade, and connects us with our own adjacent scapouts, is existed for our especial benefit. And it is equally plain to us that it is a minded for your especial benefit; for though the Central Rail Road mis connect. Salisbury and Charlotte with our own scapouts, yet we are sed by our present argument to admit that, if the Atlantic, Tennessed Dine Rail Road were made, you would trade over that, to Charleston, if well not trade over the Central Rail Road. But, though we wanted a lastral Rail Road for our especial benefit, we were unable, or unable to beat the burden of constructing more than one-third of it; and we sed the State to bear the burden of constructing the other two-thirds.

With becoming State pride and patriotism, you generously sustained as consented that, in addition to the other large sums expended in the state description of the large sums expended in the state for internal improvements, the State should incur a debt to million of dellars, in aid of the Central Rail Road, for the payment such you were to be taxed equally with us. For this we owe you a sof graticule, redeemable, not in empty thanks, and ielle declamation, as State bonds, issued to sid in the construction of a Rail Road.

But, though this is true, yet if we nid you in the construction of the line. Tennessee and Obio Rail Boad; nay, if we even allow you, and of by us, to make it yourselves, you will trade over it to Charleston a sould, indeed, do that for your own benefit. But what of that? You hid cense to trade over the Central Rail Road, and thus it would be made to trade over the Central Rail Road, and thus it would be ally with us, your full share of the burden of this Central Rail Road, mied for our especial benefit. But we want more of you. We wish nevent you from trading to Charleston, which, we are forced by our quent to admit, is your natural market; and to secure your trade upon a Central Rail Road, to your disadvantage, as we in effect minut, in ore that, at your expense, its tolls thay be agereased, and the prosperity of a exports promoted.

lass you will not only, as tax payers, bear your full share of the burnet the Central Rail Road, which we admit, by our argument, to have a latended for our especial beneat; but you will, as toll payers, also, here we as much as we can make you, of our part of the burden. By attemperant we will secure to ourselves the big end of the profit, you will have to carry the heavy end of the borden.

This is so obvious to our intelligence, and so tempting to our capality, a subscip we one you a debt of gratitude redsemable in a Rail Road, so would not only refuse to aid you in the construction of the Atlantic, moves and Ohio Ruil Road, if you had the tenesity to ask it; but we deny you even a naked Charter for it. We will not even let you so your own road with your own money. We will force you to trade to be Central Rail Road.

Sub is the argument, in a different dress, but in substance unchanged.

It is now dress, its injustice seems somewhat more glaring, it is no to grows.

but how can it be true, as arged in this argument against the Atlantic, butters and Ohio Rail Road, that its construction would tend to divert thate of those counties through which it would pass, from the scaboard lottle Carolina to the city of Charleston! Charlotte and Salisbury are easy, by means of the Charlotte and Columbia Rail Road and the Canillant Read, in connection with Charloston as well as with our own seases. The people of the counties through which the Atlantic, Tennessee

which it proposes to connect them. Arrived at those points, they find the sex in connection by rail road with Charleston, as well as with our twisteard, and possessed of the entire liberty of trading with either. If a find it their interest to trade to the scaboard of North Carolina they the so. If, on the other hand, they find it to their interest to trade Carleston, they may do so. The Atlantic, Tennessee and Ohio Kail of would merely enable them to arrive at Sainbury and Charlotte with their facility; but those places would be made no nearer to, or more self-contexted with Charleston, and no further from our scaloard than

I see now.

It is clear, then, that the construction of the Atlantic, Tonnessee and Ohio.

It is a would not tend to divert the trade of the counties through the would pass, from the scahoard of North Carolina to the city of the stan; but that its effect, on the contrary, would be merely to facilitie that of those counties to the towns of Salishury and Charlotte, or they already find themselves in connection by rail toad both with the scale and with Charlotten; connections which have been ef-

el through the previous legislation of our own State, the one with factor, first.

Is assumed, as a fundamental principle, in this argument against the man, Tennessee and Ohio Rall Road, that it is injurious to North Carbi required interior portions of the State by Rail Road with supports the states, so as to facilitate the trade between them. Is this spiriture of the North Carolina owes a heavy debt of gratitude to pleasure of the Atlantic, Tennessee and Ohio Rail Road, for exposing

The which has hitherto affected much of her Legislation on the subject in Reads.

In Reads.

In Reads.

In Reads.

In Reads and Columbia R. Road, the Louisville, Cincinnati and Charleston R. Road, the Louisville, Cincinnati and Charleston R. See Ridge and Chartasile Read, &c.; all designed to connect interior portions of the State with Eston. And she has with equal facility granted Charters for R. Roads stended across her northern boundary to the scaports of Virginia, this Legislation is erroneous, then truly North Carolina has adhered blindly to the error of her ways; until at length the sponents of the

and if this Logislation is erroneous for the reason alleged, there would not be a similar error of equal magnitude involved in much of the same sition; to wit, the error of permitting rail roads to be extended from apparts of adjoining States, across our territory, to the interior of others. It is apparent, for example, that Charleston is endoavoring to be her rail road connections to the Ohio, and to secure a portion of the roammerse of the North West. But so much of this commerce as it way through the Cumberland Gap, the great gate way of the estand Mountains, in order to reach Charleston by rail road, is now for want of a direct rail road through North Carolina, to make an and hend towards the South West, and pour its fail tide down the valuant Tennesses and across the wide domain of Georgia.

And yet when it was proposed by the Charter of the Charleston, Blue Ridge and Chartanooga Rail Road, to open a more direct channel for the right tide of this commerce, by the Riwassee River and Rahun Gap route, North Carolina was blind enough, in the estimation of the oponents 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 commerce a channel further East, and still more direct; North Carolina still grants a Charter. And when the friends of this commerce come still further 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 by a route which is by nature the most favorable for the construction of a rail road, as the most direct between Charleston and the Choo River, and at the same time connects most admirably with our own system of rail roads, and our own scaboard; 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 Charles.

The buman mind is so constituted, that it would not be unpartialled, if some of the many authors and promoters of these various Charters should still contend that the error was not in granting them, but in refusing to grant the Charter of the Atlantic. Tennessee and Ohio Rail Road.

grant the Charter of the Atlantic, Tennessee and Chio Rail Road.

Without carrying further the language of irony, it is sarely manifest, from the examples cited, that North Carolina had not, before the refusal to Charter the Atlantic, Tennessee and Ohio Rail Road, acted upon the policy of prohibiting her Sister States from extending their rail road connections into and across her territory. Has any such prohibitory policy been adopted in the other States?

In the State of New York, a rail road and canal extend from Lake Eris to Albany, commanding the immense commerce of the lakes. Albany is no nearer to the city of New York, than 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 canal 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 Beston, through the breadth of a single county east of the Hadson, to unite herself with Albany, her interior, and the West. A need of the territory of Pennsylvania extends to lake Kris. New York could not connect herself by rail road with the west without a ossing this neck. Does Pennsylvania, under this strong temptation, and dopt the prainbitory policy ! No. But, on the contrary, she permits New York to extend her rail road into the west, along the shore of Lake Eric, across the breadth of a single county. Massachusetts is webbed by rail roads running from the scaports of adjoining States. The little state of Connections has six roll roads, a navigable river, 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 roads running between Boston and New York, sesports in adjoining States, to cross the entire length of herterritory from East to West, one along her coast, and one through the con-tre of the State. New Hampshire has connected Portsmouth with Mon-treal by rail road; and yet permits Maine and Massachusetts, through opposite corners of henterritory, to accomplish the same connection, Georgia, after a gigantic struggle to reach the Ohio and the North West, yet opens the way across a single county in the North East corner of her territory, that Charleston may stretch a parallel and tival road through the Rabin Gap to the Oldo and the North West. And it would be easy to multiply examples of the same spirit of normal country existing throughout the Union. And the noticed prosperly, which has invariably flowed from the exercise of this collaborated illnerality, proves that the States which are actuated by it are as size as they are generous.

Yet there have spring up in North Carolina is rice of small politicians, who stand up with their cyce shot in all this blaze of light, and exclusin, that if we connect our railroads with the scaperts of Virginia and South Carolina, we tap the wealth of the State; we open her arteries, and draw forth the life black of her properity; we drain her of her treasures, and pour them into the lapt of Virginia and South Carolina; and so forth. But surely the people of North Carolina have intelligence causaly to distinguish such light chaff from wheat; and to know that the benefits of commerce are noticed. It requires but little progress in to-chanical philosophy, to know that action is recompanied with re-action; and it needs but little knowledge of the laws of political occomy, to comprehend that the commerce between States is benefitial 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 at. He does not deserve the using of North Carolinian, who does not hope that we, too, will build up sites on our usual, and extend their commerce, and their rail road contactions, over the Union. But how will Beaufort and Wilmington reach the North West and 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 fallacy of a policy so absord, if there were not to be found in North Carolina, many persons who advocate it.

There are also make personals. North Carolina who fall into an error equally fallacions, in homewing that it would be disastrous to build rail rouds in North Carolina, for the reason that there would not be business upon them enough to sustain them, and that their competition would render auprofitiable the roads already mode or in progress. And some may have joined in the opposition to the Atlantic, Temperore and Ohio Rail Road from ferrs of this nation. But to such persons we not leave respectfully to suggest that they are perhaps behind the times; they are not proted up in their account of the progress of the age. North Carolina was stunned into a lip Van Winner simpler, in the shock of 1857; and it may be that there persons have not yet house of the drewsy infinence of that stan. If so, it high time that they should awake. Let those North Carolisians of little faith look around thou, and observe the gigantia strides of rail read enterprise in the United States, for the last few years. And then let them compare the condition, and statistics, and resources of North Carolina, with the condition, and statistics, and resources of the sections where those strides have been made, and are making, and they will bears to entertain a more exalted opinion of the mod old North State. Their doubts will begin to disappear, their topes will grow bright; and they will team to believe that the energetic and decored patriolism of her sens may yet achieve for North Carolina a future of glorious prosperity. To one or go them in the effort, we will invite their attention to the consideration of a few facts and figures illustrative of the ability of North Carolina in construct and maintain a general system of real reads.

The coast of New England, both of Portland, Maine, is of less extent than the coast of North Carolina. The interior is by nature less productive than the interior of North Carolina. The principal part of the commerce of this section of course courses at Hoston. The commerce of the content scaparts upon the coast, to horrow a few phrases from the opposers of the Atlantic, Tennesce and Ohio Hall Road, besides being overshadowed by the vicinity of Baston, is tapped and drained, indeed, it night be thought altogether sucked dry, by the system of rail roads ramifying into every part of it from the great commercial emporium of the adjacent Sinne of New York. Yet upon this portion of the court of New England alone, besides canals and mavigable streams, and in addition to all the rail road termini at the great eity of Boston, there are more than twenty-five other termini. Every county in Massachusetts and Commerciant can show within its borders, portions of two, three, four, or more rail roads.

The American coast of Lake Eris is much less extensive than the coast of North Carolina. Yet there is a rail road along this coast, and none rail roads and four canals, with their various ramifications, running from this more lake coast into the interior.

Yet it has been less than thirty years since the first mile of rail roads was laid in the United States, and these wast systems of rail roads, the unparalleled rapid development of which has been the wonder of the age, were commenced when rail roads were in their infancy and their anceess an experiment; and when the population, wealth and resources of the States over which they extend, were no greafer, in proportion to the extent of their territory, than are the population, wealth and resources of North

These facts illustrate the creative power of rail reads; and show that, instead of weakening each other, they build up, strengthen and sustain each other. And they prove to a reflecting North Carolinian that we, too, require and can sustain a system of rail roads which will extend its ramifications into every portion of the State, and send into her remotest extremnies the life-giving flow of commercial prosperity. If the people of the North and West could do all this, commencing power than we are, and in the infancy of rail roads; why should North Carolina sit upon the steal of do nothing, wringing her hands in despair?

We will now compare some of the leading statistics of North Carolina, under the caneus of 1°50, with those of the adjoining States of South Carolina, Georgia, and Tennessee, which are webbing themselves with rail reads ranning into every portion of their territory. We will add Illinois, so nearly equal to North Carolina in population and area, and now rapidly developing a magnificent system of rail roads. We will also add Missouri, which has lately commenced a general system of rail roads, and Iowa, infant

Population to eq. Mile,
Value of Real and ( \$20)
Val. of Francis Includes
Val. of Francis Includes
Val. of Francis Includes
Val. of Francis Includes
Val. of Anomals along Includes
Val. of Manufacture
Val. of Manufacturing
Val. of Latin & Word
Val. of Latin & Wor

frontier, and without a large city, a sescoast, or a lake coast, yet already

N.Caradina S. Caronias Golden Signatur Signatur

2003-200 1,000-2003
2003-210 2012/10/2003
2003-210 2012/10/2003
2003-210 2012/10/2003
2003-210 2012/2003
2003-210 2012/2003
2003-210 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003 2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
2012/2003
201

### 125 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 10

In this table, the statistics of the fisheries, and of the turpentine and lumber business, three important sources of the products of North Carolina, in each of which she would surpass all of the States with which she has

be a compared, are omitted, not being accessible to the writer. And North Carolina is here compared with States, some of which have already advanced far in the work of internal improvement; and have received, in return the increase made by the creative power of these improvements. Yet, even under these disadvantages, how do the statistics of North Carolina appear, 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

and Tennessee, she is third in the number of inhabitants, second in the number of acres of improved hand; third in the aggregate value of real and personal estate; third in manufactures; forement, and most rapidly increasing, in the all-important interest of shapping; high above the average in the general result; respectable in every item, and had most in nothing, unless it be in the small cost of her government, and the lightness of her State debt.

If we study her undeveloped resources, they are neguificant. Her sail is rish; and, being abundantly supplied with well-distributed and inexhaustible deposits of rich manures and fertilizers, it is inexhaustible, and capable of the highest calibration. Her general and comprehensive climate produces in perfection the staples of all the other States. Hencath her surface are already discovered exhaustioss mines of gold, copper, iron and coal. On the slope between her lofty mountains and her scaleard, streams, larger than the Merrimae, flow over rapids where munufacturing cities may flourish; and their many tributaries in their rapid courses offer thousands of choice cites for manufacturing towns and villages. At Baufort, on her coast, is a harbor of the first class, admitted to be the best in the Umon south of the Chosepance, and possessing a rare combination of advantages.

Now, how are these States, with which North Carolina compares in statistics so favorably, progressing in the construction of rail roads? Though they all have extensive inland pavigation, they are all in the full coreer of constructing a general system of rail roads. South Carolina has a successful rail road in operation in nearly every district, and is taking steps for the construction of perhaps as many more. Teating has mearly a thousand miles of rail road in successful operation, and is yet agitating so many more, that her extent seems but to have commenced. Tennessee and Illinois are each webling themselves with mighty systems of rail roads, which, when completed, will extend their ramifications into every county; and the construction of which is rapidly advancing. Missouri has cought the same spirit; and, at the last session of her legislature, voted millions for the construction of rail roads. Even infant lows has commenced the work of construction, across the whole width of her singin soil, three or four pioneer rail roads, to carry the locomotive in advance of the murch of civilization.

How does the prosperity of North Carolina compare with the prosperity of these railroad making States? As the invariant vegetation of nature 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 ocean stramer; so North Carolina, though masching forward in her strength, and growing great, seems in estaparison with the more rapid progress of her sister States, to recede and dwardle.

Yet North Carolina has rousen to be proud of her statistics. They prove that, though she may be sleeping, she is a sleeping giant. Though undervalued at home and derided abread, yet she is rightly endowed by nature with the elements of prosperity; and, by the energy and persoversion of her sops, may yet be placed side by sale with the foremost 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? Noy, who can doubt that, in this age of progress and enterprize, when the success of rail roads is no langer 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 now that the rail roads of North Carolina would be fed and strangthened on every hand, by their numerous connections with the rail roads of South Carolina, Georgia, Tennessee and Virginia; and when North Carolina, from her back of internal navigation, is forced by necessity to build rail roads; who, in view of all this, can hesitate to believe that North Carolina can maintain, and will containly construct, a general system of rail roads; that the spirit and progress of the age will inevitably force through its construction, in spine of every opposing obstacle:

Taking it for granted, then, that a general system of rail reads, extending into every part of the State, must and will be constructed in North Carolina, let us now revert to the subject more immediately under our cancelleration, and view the Atlantic. Tonnessee and thin Rail Road as a part of the general system of rail roads in North Carolina.

Were those who opposed the Atlantic, Tennessee and Ohio Rail Rend, because it was proposed to give it a terminus at Charlotte, aware that Charlotte is nearer to Wilmington, on our own scaboard, than to Charleston. Yet such is the fact. The distance in a straightline from Charlotte to Charleston, would, if drawn in the direction of Wilmington, extend far into the Atlantic occase. The difference in the distance by rail road would be still greater in favor of Wilmington; for the rail road connection between Charlotte and Charleston is crooked and indirect, while the connection between Charlotte and Wilmington would be unusually straight and direct. By a fortunate conformation of its natural route, the Wilmington and Manchestor Rail Road 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, Anson, 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 road 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 Whitespille. This rail road will meet the Central Rail Road at right angles, and will connect the most wealthy and pre-perous parties of one interior with Milmington, our most flourishing scappet. And North Carolina may well afford to foster 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 pre-parties to her wealth and population, is, without any exception, the most injectal and enterprising city in the Union.

Wilmington is not only nearer to Charlotte than Charleston is; but it is a fact equally significant that Wilmington is nearer to Cincinnati than Charleston is; and is also nearer to Cincinnati than New York is. The Atiantic, Tennessee and Ohio Rail Road would open a direct communication between Wilmington and Cincinnati; so direct, in fact, that it would be called an air-line or bec-line rail road between those points. And, while South Carolina is lavishing millions to connect Charleston with Cincinnati, North Carolina, thanks to the opposers of the Atlantic, Tennessee and Ohio Rail Road, stands in the attitude of having refused a naked charter to a rail road stretching its whole length directly between Wilmington 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 useless to charter the Atlantic, Tennessee and Ohio Rail Road, or a rail road from Charlotts to Whitewelle, 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 refute such a supposition.

There are eighty-two counties in North Carolina, the average population of which is 10,590. The counties of Columbus, Robeson, Richmond, Anson, Union and Mecklenburg, 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, Iredell, Alexander, Caldwell, and Wataugs, through which the Atiantic, Tennessee and Othio Raie Road, including a connection with Salisbury, would pass, have an averagl population of 9,256; which in proportion to their acca, is more than the general average of the State, next of those being among the smallest counties in the State. And these counties would be found to compare as favorably with the rest of the State in other statistics as they do in population.

In Blinois, the twenty two counties through which the great Central Rail Road from Galena to Cairo pasers, have an average population of only 7,15%.

It thus appears that the section of the State through which the Atlantic, Tennessee and Ohio Rail Road wouldpass, is superior in population and resources. This section of the State, also, owing to the variety of its soil and elimate, exhibits, at each step, varying productions and mutual dependencies. The Atlantic, Tennessee and Ohio Rail Road would units the fina regions through which it would pass, with their natural outlets upon the coast; would combine harmoniously 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 scabourd 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, Tennessee and Ohio Rail Read. Tennessee has made an appropriation, to aid in constructing the portion of it which will be upon her soil, of eight thousand dollars per mile. The East Tennessee and Virginia Rail Road company have even gone so far as to cause a reconnoissance to be made of that portion of it, in North Carolina, which lies west of the Blue Ridge. And the very able engineer in their employment has officially reported that it can be constructed at a cost per mile not exceeding that of the East Tennessee and Virginia Rail Road. From the Central Rail Road in our own State to the foot of the Blue Ridge on the East side, the route is every where of the most favorable character. The Blue Ridge itself presents the only formidable obstacle in the way upon the whole route; not, although the Watanga pass has not been subjected to the test of an actual survey, it will certainly compare favorable with any sther, and is believed, by those well informed on the subject, to present the most eligible route by which a rail road can be made to penetrate the Blue Ridge in North Carolina.

I have endeavored to show that the refusal of North Carolina to charter the Atlantic, Tennessee and Ohio Bail Road company was unjust and nuwise. The facts addiced for that purpose are founded upon the substantial and accertained basis of the past and present. If those facts are true, and the inforences drawn from them sound, they merit the attention of North Carolinians, however bumble the writer may be.

We have been led, in trenting this subject, to engage for a while in the pleasing task of advocating a general system of internal improvements in North Carolina, and to allude to the advantages combined in the situation of Beaufort harbor. It will not be uninteresting in conclusion to consider more attentively for a while the importance of this harbor.

The harbor of Boaufort is capacious enough to accommodate with ease the largest commerce in the world. It is open in all seasons, and can be entered and cleared in all weathers. It is effectually secured, by the form of its coast, from blockade in time of war; and it is so entirely healthy and salabrious as to be a place of recort in the sighty season. Its entrance has twenty-three feet of water at low tide, which is a depth sufficient to admit the largest merchant men and ocean steamers affeat. It is well land-locked, and at all times affords safe auchorage. And yet it is so immediately on the ocean that it can be entered and cleared without a pilot; and vessels at sea, sailing upon the great highway of commerce, between our Northern and Southern cities, pass in sight of its wharves. A casula 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, Beaufort is so situated, with respect to the ocean currents and prevailing winds, that vessels from all parts of the Union, whether North or South of Beaufort harbor, sailing for South America, Australia, Asia, Afries, or the Mediterranean, pass near its entrance.

Such is the wenderful combination of advantages united at Heaufort Harbor. In the present state of the commercial world, the possession of these advantages justifies the belief that a great commercial city may be creeted at this point. But there are great events non in progess in the commercial world, which will give to the situation of Beaufort Harbor incollectable importance.

Some of these great exents, which will be earlier be looked upon as crass in the history of commerce, are, the establishment of a direct cotton trade with the continent of Europe, centering at Genon, or some other city, upon the Mediterranean sen; the settlement and enditeration of Australia; the growth of a commercial republic in Liberran; and the rush of immigration, and fermation of a mighty empire in the talley of the Amazon. If the vast commerce of these growing empires, and of Asia and the Mediterranean with the United States, must all pass by the entrance of Heaufort Hurbor; and if that harbor is as near the heart of the great valley of the Mississippi as any harbor on the occan; why may it not be made the center of a vast commerce! What but energetic action, guided by wise councils, is required to give Besufort a future of unexampled prosperity. As the grandeur of this possible future develops itself to the intellectual vision, the imagination is captivated in its contemplation.

But this great future, for Beaufort and for North Carolina, can only be accomplished by dot rained and naturing effect. Our sister States are straining every nerve to outstrip such other in the race of improvement. If North Carolina does not wish to be distanced in that glorious race, she, too, must exert her strength. If she will arouse her dormant energies, and enter resolutely into the contest, she has nothing to fear from the result. Let the watchword of her sons, then, be, Action, Action, Action,

Lewis, April 14, 1854.

W. W. LENOIR.

### TO BE ACRES ON THE BEST

OF HIS EXCELLENCY GOV. REID, TO THE LEGISLATURE OF N. CAROLINA.

To the Harmable the General Assembly of the State of North Cardina's. In communicating my regular Message to the General Assembly, a fit occasion is presented for congratulating its members upon the blessings which a kind Providence has bestowed upon the people of the State, and especially upon their exemption, to a considerable extent, from the discusse and calculations which have visited other States and Nations, with such said and devastating consequences. It is also a subject of congratulation that the spirit of progress and improvement, which, at present, animates

Agriculture, in North Carolina, has undergone an imperrunt improvement, which has increased the reward of the husbandmen, and imported an additional interest to the great proson; the amount of ormer camilled, it is believed, with compare favorably with that of any other Smu; the laws have been executed as faithfully, and justice administred as impartially as in any other country; the faith of the State has been scrapulously proserved, and her credit stands deservedly high, both at home and abroad. Improvements are being extended to afford the Farmer and Michanic a cheap and expeditions made of transportation for the surplus products of their labor, and for the supplies they are to receive in return; a University, of the highest tank, and it by namerous Copinges and Academies, of a high order; and a system of Common schools, which will soon be second to that of no other State are rapidly extending the favilities of mental improvement to every class of our citizens; the Geological examinations are almost daily disclosing valuable additions to the inextensible mineral

wealth of the State and olded to all those we have a population that is