## 



HILLSBOROCGH


| riety centsio faid in advance. <br> Those who do not give notice of their wis |  |  |
| :---: | :---: | :---: |
|  |  |  |
|  |  |  |

o have their paper discontinued at the expyra-
an of the yoar, will be prowumed as deanng
$\qquad$
$\qquad$
I)

##  I



|  |  |
| :---: | :---: |
|  |  |
|  |  |
|  |  |
|  |  |
| Asene |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
| LOST OR MISLAID. |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |


(Pupre willomeic E.


John tllen
votiée.
$\mathrm{II}^{\prime}$
II
ill carty wh teould insormerm tie public that i

lemulei Ly:tch.

THir motice


## 

## 

Wim. Huntington.
Werasin For

## 

Thave firs salk strong Roat Wapons, Plan
tatuon WWagus, and rno-llorse Wagons
cheap fur casth.
James Webb.

Josiah Turner.
d therust sale.
 Samcison, to satisfy two deeds of trust dul,
proved and remistered, made to secure certai Chin due to Miss Margarot Jomeison.
The property oonsists of A likely slavo
 Kivtcli, Furniture. The
known on the day of aale.
$\qquad$
Johu Scott.

## August 5.

FOR SALE ALAT THIS OFFLGE.

## From the Raleigh kegister. CARLTON-No. XVIII.

 HISTORY OF R.gil.RO.adS. Railways. according to the ordinaless of English origin. The are doubt of road wis first theught of incie collieries os that country, in the cun ties of Northumberland and Durham,to facilitate transportation from the to facilitate transportation from the
mine to the river, for extensive dis mine to the river, for extensive dis-
tribution.* The distance between the tribution.* The distance between the
two places would be a few miles on-ly.-A road must be prepared and maintained, and a proprietor of one of these mines would sson discover, that with wagons heavily loaded and
constantly running. the ruts would become decp, lic track miry, and
great difficulty to keep it in repair. It would appear extremely desirable to prevent this trouble, and ever returning expense, by setting regularly to work. and constructing at once, if possible, a ken up. nor need repair in benoyears. It would cost a little more at first, but when once completed, ald anxicty about it would be at an end,
and the funds thus laid out being san and the funds thus laid out being sonn repaid, it would afterwards be an in-
strument of clear and comtinal it. This would evidently reduce tho price of coal to the people all over the country, and at the same time would be the means of vast advantages to the owner of the mine. And here we might stop to remark how obvious it
Is, that by such improvemcut ry is done to none, and all are ben fitted: for every miner may ayail him scif of the satme means, and derive the
same ad antages, while warm $h$ and comfort are extended to the poorest
people of the country.

In constructing a road, the first expetipnt might possibly be to sink to furnish au unyielding foundation. These, however, though covered with
earth, wowld son rough, and the draughere exceeding rough, and the draught heavy. Cpon
such a road large lGads could not taken in. the wear of the carriage would be great. the horses would be hararsed, and their sinews strained bor wan of a sure and regular foot. ming, and their muscles wonld be shat-
tered and their strength down, by the incessant sheir broken ubsiructions of the wheels.-Different methouls would eccur, such as remor ity the grond completely, to make adges, banking across ravines, and ally fitted. But even in this mutuwould be found that by rains and the Crosts of wiater, and the constant ace thon of wheels. and ironed hoofs, and cumbens loads, the whole would be stones aud nue confused masses of not much worse, than if such ad. tem had never been adopted. Mien are ingenions when their interest is concerned, and necessity is the parent
of invention. To a reflecting pain would be evident. that if only lines of support could be provided for the
wherls, it would not be diflicult to make the track for the horse of such materials as not easily to be derang-
mat ed.-All that was necessary then was to hay down two parallel lines of compact and enduring timber, on Nhich flanged wheels might run, ta-
king care to secure the their places upon sills resting on solid earth
Such was the first origin of Railways. "At the coal-works in the neighbowhood of Newcastle upon Tyne," says Wood, "the expenses of cone eying the coals from the pits great. Down to the year 1600, the only mode appears to have been by carts, on the ordinary roads: and in some instances by "panniers" horseback

From 1602 to 1649.
the books of one of the free compa-
nies in Newcastle, dated 1602 , vitatia.
"That from tyme out of mynd $y$ thath

- Wood and Tredgold oo Ruilroade.
been accustomed that all colc (coal carts) did usually carry and
(and bring eight baulls ( 17 cwt .) of coles Tyne:but staythes upon the river of only, or scate several hath brought cost of trance. seven baulis."- The cle as coal ulong the heavy an artiwhich may be supposed would noats, aining best description. in crats con perng sesct or eight bolls, would ing the very powerfully in acceleratment in the metion of some improveessen the expense," of conveyance to ells us, " Many thousanio49, Gray employed in this trade of coales. Ma ny live by conveying them in wag. gons and waines to the river Tyne. great south gentlemen hath upon great losse of benefit. come into this coale pits. Master Braumont. a gentleman of great ingenuity and rare parts, adventured in our mines with his $30,000 \mathrm{l}$. Who brought with him nany rare engines not known then in hose parts, as the art to boore with
iron rodds, to try the deepness and thickness of the coale; rare engines to
the raw the water out of the pits; wag. gons with one horse to carry down coales from the pits to the stay thes to
the river." $\dagger$ In the former of these passages the carriages are called "waynes." and and waggons," and these are "aynes We drawn by $\because$ one horse." Hence Wood thinks it probable that wetneen the first and second dates, that is 1602
and 1649 , the Railway b used, especially as Beaumon brought along with him nur wily a vast sum of money for those times. but many
rare arts and enorine From
In the life of Lord $K$ per North, "The manner of carriay mentioned. ing rails of timber from the collion rallel. And bulty straight and pawith four rollersy carts are ande fing those rails, whereby whels) fitis so easy, that one hirar will and is an or five chathron of conls, inercha In 1765, a description is given of effict: A road was traced ted. th this breadth. It was then excas six feet in vel the ground and to arrive at a per basis for the road. Across the cavation were laid down pleces of and at the disture or eight inches square. from each other The pres feek said, need to be square at their is tremities only. Upon these are laid worl in fasencd other pieces Whese in the direction of the road. broad by five dectix or seven inches other pieces with ping of extend on each side of the its whole lengil. Commonly placed at four feet distancu from eaci or, and form the interor breath Originally, but little was done in contriving machiuery for lraving waggons up the hills, and letting down with safety and a proper spered For this last purpose. an instrument an iron or wonden convoy." It was lever, known to mechanicians as a to ver of the second sort. furning at une it was secured to the side of the wh gon between the wheels. Frum this为er extremity it ascembed in a form and rested ned over the hind wheel, and rested near its upper end in the wagon body. Upon this lever next to the supporting pin or bolt, and towards the hind wheel, a piece of
 thienor commumcation in general, with on



