

READER.

UNITED WE STAND,

DIVIDED WE FALL.

Vol. IX.

WEDNESDAY, NOVEMBER 26, 1828.

No. 457.

FR CES CURRENT.

	Wilmington, Nov. 19.	Fayetteville, Nov. 13.	Newbern, Nov. 15.	Petersburg, Nov. 14.
	cts. ets.	cts. ets.	cts. ets.	cts. ets.
Bran's, Cognac,	gall.	120 125	15 175	150 175
Apple,		35 40	40	50
Peach,		—	50 60	45 75
Bacon,	lb.	7 10	6 8	6 7
Bee-wax,		22 23	21 22	22 25
Butter,		15 16	15 21	12 25
Coffee,		14 15	14 16	12 17
Corn,	bush.	40 45	35 4	30 35
Cotton,	lb.	8 1 9	8 1 8 1	8 10
Gardens, mould,	lb.	15 16	16	14 15
Flaxseed, coag'd,	bush.	—	90	70 80
Flax,	bbl.	750 800	450 650	650 750
Feathers,	lb.	—	25 28	35 40
Gin, (Gallant,	gall.	100 110	125 150	125 150
Country,	ton.	40 42	50	45
Iron,	lb.	10	7 7 1	—
Lard,	cask.	150 175	250 300	150 200
Lime,	gall.	35 40	37 41	32 40
Molasses,	—	—	9	7 9
Nails, &c, assorted,	keg.	—	—	7 8
Tobacco, American,	bush.	—	22 25	—
Rum, (American,	gall.	125	125 150	120 125
Wine, (American,	lb.	110 112	70 80	80 90
Tea, (American,	cwt.	35 40	45 50	50 60
Sugar, (American,	lb.	300	350 400	300 350
Spices, (American,	lb.	—	10 10 110	10 10 110
Pepper, (American,	lb.	—	9 10	7 8 9
New England,	lb.	—	75 80	75 80
Beef, (American,	lb.	—	20 25	18 25
Sheep, (American,	lb.	—	150 175	160 175
Swine, (American,	lb.	—	120	125 150
Gunpowder,	lb.	—	—	—
Tobacco, (American,	lb.	400 425	250 275	—
Tea, (American,	lb.	10	8	10
Spices, (American,	lb.	—	110 120	75 90
Sheep, (American,	lb.	30	30 35	33 35
Swine, (American,	lb.	—	250 290	300 340
Tobacco, (American,	lb.	—	150 175	160 175
Tea, (American,	lb.	—	160 215	200 250
Spices, (American,	lb.	—	20	—

From the Raleigh Register.

CARLTON, No. XII.

A Central Railroad is the Poor Man's Friend.

What are the terms in which one of these rich men will explain himself when he would deny a Central Railroad? "There are seasons," he will tell us, "when it is of no consequence to a farmer to be at home. Little can be done by himself or his horses which must be supported, or by his wagon which he is obliged to keep. At such a time he can load with flour, or other articles, put four or five horses, and go off to Petersburg, Newbern, Fayetteville, Charleston, or elsewhere, and dispose of his productions on the best terms of those markets. In this manner he can do well enough without Railroads or canals. He is a poor man. He drives his own wagon, and has no pretensions to be a gentleman. If rich people want better roads, let them make them for themselves. For his part he has no notion of being taxed, or that his neighbours who are as poor as himself, shall be taxed, to gratify the rich and answer their purposes."

In this speech, which is not new in the ears of the people, is embodied as copious a collection of error as could well be condensed within so small a compass. In the first place, it is not true that there are seasons when it can make no difference to the farmer, whether himself, his horses, or his wagon are working at home or abroad. The farmer who cannot find work upon his plantation all the year round, and who really thinks that he can as well do without all the labor here applied upon his farm, as he can with it, may show that he does not understand his business, or that he is not a good workman.

portion. By the Railroad the conveyance would be two dollars at the utmost for the same load. In every load then, \$8 dollars is saved to the farmer. By the annual payment of 40 cents a man, endowing in three years to a dollar, and twenty cents, the Railroad can be completed through that distance. Is it not evident that in the conveyance of a single load of ten barrels of flour, the farmer, by the Railroad saves the sum of 16 dollars and eighty cents? It is not true then, that to the farmer of the abler and richer sort, the advantage is no greater, of transportation by the Railroad, than by his present method. As soon as the road is finished, the difference in his labor is \$8 dollars upon every load of flour, in a hundred miles.

It is further asserted in very plain terms in this popular speech, that the Railroad is almost totally, if not entirely for the gratification and benefit of a certain class of men, whom the orator holds up before his own imagination and that of the people, as proper objects of odium and reproach, because they are chargeable with being wealthy. What particular interest of men of vast fortune can have in throwing open the market of the world to all the people of the state, it would require the penetration of a Daniel to divine. With the facilities of carrying to market, the wealthier classes of society, and professional men, if they are included, can certainly have but little concern. They can always get along without Railroads or Canals; if the great body of the people can do so. If men of vast wealth have any thing to be transported, they are not likely to suffer more by the ordinary method, that the general

ambition of the highest importance to

such a people, is to have all the opportunities of trade upon

the same level.

It is also asserted that the poor man is the only person who can make use of Railroads and canals.

We might enlarge much upon the errors of this address, for not one of its assertions will bear inspection; but we hasten to one other and it is the last we shall notice. It is openly insisted by the speaker that himself is poor, and that in this respect he stands upon a footing with the poor farmers of the country. Is it not somewhat strange however, that this declaration should be instantaneously contradicted by the speaker himself, and is it not still more so that he should continue to be credited upon his first assertion notwithstanding the contradiction? This claim to be ranked in the class of the poor is disproved by the very facts which he adduces to show the uselessness of a Railroad. It is the farmer of large property only who can talk with so much ease of his ability to choose times at his own discretion of absence from home and from his affairs, from ten days to two, three, four or five weeks together. It is not the poor man, but the richer sort only who can "put four or five horses into his wagon, loaded with flour or other articles, and go off to Petersburg, Newbern, Fayetteville, Charleston, or elsewhere, and dispose of them on the best terms of those markets." It is no great wonder to hear one who can do all this, boast still further, that for his part he "can do well enough without either Railroads or Canals." It is the man who is able to do all this, who can get along without the aid of a Railroad. Not only so, but he can go on to become richer than he is; but let him remember that he is not a poor man, nor with the property and feelings that he has, is he the true and proper representative of the poor. It is the very one that cannot do the things so easily in his power, who is really the poor man, and it is only a flattering and delusive misapplication of names, to call himself poor, and then to assert, for the session's evidently implied, that all others can do as well as he can. Here is a most important distinction between the rich and the poor, when the subject of a Central Railway is under consideration. What is the great object of a Railway? It is to throw open the market of the world, to every body. It is to prevent a man from being any longer said, "Here is a farmer so well off that he is able when he pleases to go to the market, though without the Railroad, he will continue to lose as often as he goes ten times his share of the

cost of making one; but there is a poor man who never can get into that market at all." Here is a wide and most striking difference of privilege. It is such a distinction that whenever shall consider it, will find that it involves the greatest consequences. It impresses so much both as to present possessions, and future opportunities of making money and getting through difficulties, that this alone is enough in such a country as ours, and in our situation, to mark off the poor man, and conspicuously to show his decided inferiority in property and power to the rich. And with so glaring a truth as this staring us in the face shall one of these farmers of the richer class come forth, and be heard with patience and credit by the poor, while he alms stuns him with the palpable contradiction, that he is too poor, being a waggoner and no gentleman, but that he can do very well without a Railroad, because with his wagon and horses he can travel with a load at any time to the best market in the country, and get the best prices that are going. Let the poor man ask, Who benefits or consoled this offers to him, who enjoys no such advantages, and we presume it would puzzle the orator to say, when you tell me that you are a poor man as well as myself, and would have me infer that, because a Railroad is unnecessary to you, it is equally so to me, I can see the difference between us. It is this very difference which makes the poverty of my circumstances. It is this which makes it so very hard, if not impossible for me to support myself above the disadvantages of these same poor, and an iron contrast sufficiently shows us to be comparative rich both in possessions and resources, while I am encompassed by necessity and beaten down from all shapes of calamities, and expenses.

and to others.

can do well enough without Railroads and canals.

Intelligent Improvement.

A Central Railroad throws open to all the universal market, and places us all up to a level. If you are of opinion that you can do without it, to me it is evident that it is my only relief. So far as my substance can promote its commencement and prosecution, it shall be steadily and heartily given to an object in which are bound up not only my own prospects, but as I believe, the prospects and prosperity of the country.

That this is a correct conclusion, will still more fully appear from a brief exposition which we shall give before closing this number. Let us then suppose the Central Railway actually to exist, and let us see how the poor are especially affected by it. The whole distance through the length of the state, from the sea to the mountains, is little less than annihilated. As to the cost of transportation, it is so much diminished by ten tons to a horse, or 80 tons to a steam carriage, that this too may be almost wholly disregarded. It may be said to be reduced to little or nothing. It is no extravagance then to say that through the whole extent of this road, the market to the one who arrives at it, is but little different from that of a commercial seaport, in the prices both of exports and imports. Mercantile establishments spring up, separately or in villages and towns, wherever the people of the country are likely to be accommodated with trade, and the farmer can sell or buy nearly on the same terms as in Newbern, Norblk, or Charlestn, and with only the slight difference of the cost of transport by sea, from the prices of New York or Philadelphia. These mercantile establishments are not confined to the Railroad itself. They extend out and become scattered through the country on both sides, to the distance of twenty, thirty, or forty miles, to the north and to the south. In all these cases, merchants use prices to the lowest possible, to attract trade to rival one another, and to prevent the farmer, if he lives off from the Railroad, from necessarily even of going to it with his produce. This places business upon its proper footing. The farmer can now direct all his time and energy exclusively upon his own profession; the merchant's service to accommodate the farmer in the management of his stock, and the carrier will convey everything with the greatest advantage to both. This is opening the whole market of the world

THE examination will commence on Monday the 1st of December, and conclude on the evening of the following day. The exercises will be resumed on the first Monday in January.

W. J. Bingham, Principal.

P. S. The Principal will receive a few boarders.

November 18.

56-1f

The editors of the Raleigh Register and Star, Newbern Spectator, Carolina Observer and Fariborough Free Press, are requested to insert the above three times, and forward their accounts to this office.

TRUSTEE SALE.

BY virtue of a deed of trust to me executed by John Lewis of Chapel Hill, for certain purposes therein specified, I shall proceed, on the 6th day of December next, at a house and lot in the village of Chapel Hill, known as the Store House of said Lewis, also a small tract of land adjoining the village, on which are a dwelling house and all necessary out-houses. Terms of sale made known at the day aforesaid, on the premises.

Hugh Waddell, Trustee.

November 18.

56-1d

WATCHES, JEWELRY, &c.

Just received a fresh supply of WATCHES, JEWELRY, &c, which will be sold low for cash.

Lemuel Lynch.

October 21.

52-

NOTICE.

LETTERS of administration having been granted to the subscriber on the estate of Susannah Enley, deceased, nature is therefore given to all persons indebted to said testate to make immediate payment, and those having claims against the estate to bring them forward, promptly, authenticated within the time prescribed by law; otherwise this notice will be published in the three covers.

Henry Faneatt, Adm'r.

November 18.

56-3w

NOTICE.

ANY person having BOOKS in their possession, or belonging to the Franklin Library, or any other library where they are, are requested to make the same known to the Librarian. The following is a catalogue of the Books missing, viz:

Thompson's History of the Late War,

Tales of My Landlord,

Stern's Works,

Orator's Guide,

Goldsmit's History of England,

Manuel Philip Gracie's Confession,

2d & 5th vol. of Ichabald's Farces,

1st volume of St. Roan's Wells,

1st volume of Chesterfield's Letters,

7th & 9th vol. of Swift's Works,

3d volume of the Rambler.

Charles A. Cox, Librarian.

November 4.

54-3w

NOTICE.

A firm of CHARLES L. COOLEY & CO. has this day been dissolved by mutual consent. All persons indebted to the firm are to come forward and settle their debts with Allen Parks, who is only authorized to give receipts.

Charles L. Cooley & Co.

November 4.

54-3w

BACON FOR SALE.

Subscribers have a quantity of prime bacon for sale, which is perfectly sound.

Turner & Phillips.

November 4.

54-3w

BLANKS FOR SALE AT THIS OFFICE.

Subscribers have a quantity of prime bacon for sale, which is perfectly sound.

Turner & Phillips.