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Deferred Articles.

AWFULLY GENTLE.—We happened the other day to hear a young woman—very pretty she is too—expressing profound ignorance respecting domestic economy. Credit her own words, and you would believe that she does not know how a potato looks before it is cooked—or whether it grows upon trees with a shell like a walnut, or is a domestic animal, fed on corn, and slaughtered for the table. She would have her friends—or perhaps we should say her acquaintances—suppose that she was never nearer to a kitchen than in the hall on the lower floor; and that she had no more idea of culinary operations than Robinson Crusoe's man Friday possessed. Yet we are ready to stake our life upon the fact that if she was not born in a kitchen, she was educated as a scholar—and that her fingers were in her earlier youth—she is young yet—such were familiar with the interior of the stew pans, and with the axes on the grates, than with the piano fort keys, or with cambric needles. Nothing but a ridiculous desire to conceal what would be no disgrace to her, if known, could tempt her to such ridiculous & lying affectation. No truly is ashamed of a knowledge of the details and duty of a household—but on the contrary would be extremely mortified at ignorance of such essentials. It is no matter if for one has as blessed her that she need not soil a finger in domestic occupations. A knowledge of them is absolutely necessary to have them performed by servants. She is a wretched but of kitchen maids, and a victim of wanton waste, who cannot detect errors in their misdoings by the own knowledge. To command the respect and obedience of servants, a housekeeper should be so well informed, as to be able to answer them upon questions, sometimes maliciously put. Her eye should never long lose sight of any part of the domestic establishment; and she should be qualified to oversee understandingly also. Else might a man rich as Croesus be beggared by his kitchen, and still be far from being the better for it.—*N. F. Tatler.*

DOMESTIC HABITS OF THE TURKS.

As the morning Turk generally rises with the sun, says his prayers, sakes his pipe, drink off a small cup of coffee, which is not infrequently followed by a glass of raki; he then proceeds to where he idles his time. For I will not do him the injustice to suppose he really labors. About noon he has his breakfast, consisting of several plates of stewed meats and vegetables, with perhaps a plain pilaff. These plates of meat and vegetables are composed of at least seven parts vegetables to one of meat. After breakfast, the pipe and cup of coffee is (are) repeated, and the Turk again rises as his time until about an hour or so before sunset, when he takes dinner, which is nearly the same as breakfast, with the addition of a desert of melons, grapes, figs, or other fruit, as the season may afford. The Turk rarely stirs abroad after dinner, but if he is one of those inclined to be jolly gives himself up for the rest of the evening to his pipe and his bottle, securely hid from the prying eye of a neighbor; for he it known that the Koran does not say that a Mussulman must not drink wine; it only says that a Mussulman must not be seen to drink wine; and under this equivocal the pious follower of the prophet considers himself entitled to break the sacred law. Nay, I have heard an old Turk say that he considered there was no harm in getting drunk; but that the harm lay in being seen drunk; and he added, he wondered how any man could so far forget propriety as to expose himself so to his friends or the public.

The following is a remarkable fact in the political statistics of the United States:—Virginia, the Ancient Dominion, the Mother of States, finds herself already overmatched in Federal numbers by young Illinois; the former, sending twenty-one Representatives to Congress, having given 34,225 votes for Electors of President of the United States, whilst the latter, sending only three Representatives to the present Congress, cast 93,015 votes for Electors. Ohio, also, formed out of wild territory, trails close upon the heels of Pennsylvania; the next of the three large States, and will soon rank alongside of New York, the next greatest State of the Union.

The Western Turnpike.

SPEECH OF T. L. CLINGMAN.

In the Senate, on the 3d ultimo, on the bill to construct the Raleigh and Western Turnpike Road.

MR. SPEAKER: It was not my purpose originally to detain the Senate with a speech at this time. The subject is not one well calculated to invite the debate. There are no great principles involved in its discussion, no constitutional points for the metaphysician to elucidate; nor does it afford a field for the exercise of the passions, or the play of fancy. It is a plain matter of fact detail and calculation. It would have been more agreeable to me not to have addressed the Senate in the present stage of the bill. But as it was my fortune to report it, and as it was unaccompanied by a written statement of the views of the committee, I feel it incumbent on me to explain the object of its several provisions and to state some of the reasons in favor of its passage.

It is well known, sir, that the present is an unfavorable time for the presentation of such a project. It is a period of almost universal depression and distress. There is an unparalleled scarcity of money, a great cessation of travelling, and a general stagnation in business. By consequence, some of the public works in progress have been suspended for a time, while those already completed have yielded far less profit than their projectors anticipated. Several of our sister States having heretofore embarked in extensive schemes of internal improvement, and having borrowed large sums of money to perfect them, now find themselves deeply involved in debt, and almost overburdened by their past engagements. Notwithstanding these seeming difficulties, I do not hesitate to express the opinion that this is the safest and best time for the consideration and adoption of such a measure as that proposed by the bill now under consideration. In the fulness of health and vigor, we often overestimate our strength. In periods of great general prosperity, when property is highest, commerce most flourishing, and money most abundant, we often greatly overestimate the ability of our powers and the extent of our resources. Under the influence of feelings excited by such a condition, individuals and States are apt to embark in magnificent enterprises, which they have not the means to accomplish. They are then in danger of being arrested in their career by the first obstacle and overwhelmed by adversity. But if, on the other hand, we begin at the period of the greatest depression, if we take our place at the bottom of Pottone's wheel, then we have least to apprehend. Any change must be for the better.—The danger then is least we should be too timid to attempt any thing. North Carolina has in these matters ever erred on the side of caution. If, therefore, the task now is not too great for our strength, if we can only begin to move, we may feel assured that our vigor will increase as we progress, and the burden become lighter with each step. Can we then, sir, under existing circumstances, accomplish what this bill proposes? I expect to show, sir, that we can do so without additional taxation, without borrowing, and without curtailing any of our present expenditures, for education, or for other purposes.

Let us, Mr. Speaker, in the first place, examine the different provisions of the bill. It proposes that the road shall begin at this place. Raleigh is the capital of the State; the termination of one Raleigh Road, and in the vicinity of another, which must ere long reach it. It is near the centre of the State between the Northern and Southern boundary, and in the line of travel between the East and the West. The termination of the road is to be on the Tennessee line, or at the town of Asheville. It is in the alternative for this reason. If the road should take its course through the North Western counties, it would unquestionably be continued to Tennessee. But if, on the other hand, it should take a route through the middle or southern counties, which it appears to me, for reasons that I will presently state, will be the most eligible location, then it must inevitably pass through Buncombe county. In that event, on its reaching Asheville, it will find the better route from thence on to Tennessee, already occupied by the Buncombe turnpike. That road, even now the best in our State through the Alleghany range, can be greatly improved, by giving the company an extension of the term of its existence, and requiring it as a condition precedent, to improve their road. Besides, sir, without even this, it may be compelled by the Courts, to keep the road up to the specifications of the charter, which is frequently not its condition. This, the large profits of its stockholders will enable them to accomplish without any hardship. Such being the state of things, there is no need that the road from this place to the west should extend farther than Asheville. The termini being thus established, the bill is intentionally silent as to the route between them. This has been complained of. It has been said to me, "why do you

not show your hand? Come out and let us know how you propose to locate the road, and we shall then know whether to support it or not." There are two reasons, sir, why I deem it inexpedient to designate in the bill any particular line for the road. In the first place, it is impossible for any one, without an accurate survey, to undertake to determine which is the best route. By simply looking at a map of the State, no one can tell what portions of the country present surfaces least broken, and soils best adapted to the structure of a turnpike. Nor can he ascertain, without an extended examination, what location will confer the greatest benefit on the citizens of the State. In one word, sir, to combine utility in the highest degree with economy, will require much time and observation. In the second place, if, disregarding these considerations, I should fix the route, the measure must be defeated on this floor. The Senators representing the counties of the line, believing, as they might well do in many instances, that their counties afforded a route as favorable as that proposed, would exclaim against that unfairness and injustice, by which their constituents were, without a trial, cut off from all chance of receiving the greatest benefit. But if after a full examination, the best route is selected, we should all acquiesce. Nature has then decided against us, and we feel it to be our duty to submit to her decrees. This, sir, is the only mode by which success in such a measure can be attained. Let us then, be content with fixing the extremes, and leave to the board, after a careful examination, to select that intermediate route which will, at the smallest expense, furnish the road most beneficial to North Carolina.

But again, Mr. Speaker, it is urged that the work is too extensive to be undertaken at once; that we ought to be content with a section only of one third or one half of the distance. If a rail road were proposed, the completion of which, even to the Yadkin, would cost above two millions of dollars, then, sir, I should concur with the objectors. If the work could not be executed for the whole distance without involving the State in debt, then, we should, as we have been heretofore, be willing to bide our time. But as the measure proposed in this bill is entirely within our present means, as from its character it can be completed as easily in two years as in any longer time; and especially as it can be most useful only when it is finished, why should we not go on to the full extent? The West is the region most in want of the road, the West will be most benefited by it, and it is the West which has been most neglected. If therefore with the means in your hands to relieve us, you delay it without reason, your conduct will seem churlish and illiberal.

Is the work, Mr. Speaker, of such a character that the State ought to execute it? To establish the affirmative of this, it must, in the first place, be made to appear that the measure is a beneficial one—and secondly that it will not be carried through by individuals. As I shall have occasion presently to discuss the first of these propositions, I will for the present assume the utility of the enterprise. Will individuals, then, execute the work? It seems to me, sir, that there is no reason to hope it. At the rate of tolls provided by the bill, they would not receive a fair return from their investment. Should the tolls be so raised as to attempt to make the stock profitable, is it not probable that the travel would be driven from the road?

Even if this effect should not follow, its value to our citizens would be greatly diminished. I desire that this road shall be a great State work for the benefit of our citizens, a central thoroughfare between the East and the West; and the advantages resulting therefrom to North Carolina will amply repay her for the expenditure.

It is said, however, and much stress it seems, to be laid upon the objection, that a great waste of public money is to ensue, and that the board will expend much more than the sum appropriated. The building of this Capitol is then alluded to with an air of triumph, and we are told that it has cost just ten times as much as was anticipated at its commencement. Are the cases at all parallel?—When the Legislature made the first appropriation of fifty thousand dollars for the Capitol, it imposed no limitation on the commissioners, and they, therefore, expended that sum in laying the foundations of the edifice. If they had been told that such a building only was to be constructed as could be finished with that sum, a different result must have followed. So it was with each subsequent appropriation; they were merely voted with the understanding that the building was to be continued and finished according to the original plan. Besides, sir, these commissioners were responsible to nobody. They were merely appointed by the Legislature to expend the money, and to do a task which they accomplished with wonderful celerity and despatch.

I do not wish to be understood as taking it upon myself now to affirm either

that the building is too magnificent, or that it has cost more than such edifices usually do. I am merely condemning the manner in which the affair was managed. It was well understood by the Legislature, that the first appropriation was only sufficient for the foundation. The managers went upon the supposition that the members of the Legislature had not sufficient intelligence and public spirit to construct a Capitol worthy of the State, and that it was therefore necessary to entrap them into it. Sir, I have no taste for deception of this sort, and I am utterly opposed to all fraud, even though it should be called pious. The intellect and public spirit of the country, if properly appealed to, will sooner or later grant all that ought to be asked. The bill now under discussion expressly limits the Board of Internal Improvement to an average expenditure of one thousand dollars per mile. If that sum should prove sufficient to complete the road according to the specifications, it is made their duty to do it. If it should be otherwise, then they are authorized only to make the best road which the sum appropriated will enable them to construct. And how is this board constituted? The Governor of the State is at its head, and he appoints the other members. He is an officer elected by the people, and responsible to them, because re-eligible. To suppose that he would violate an express provision of the law, and that that violation will be sanctioned by the people, and by the next Legislature, strikes me as preposterous. This case, therefore, so far from resembling that of the rebuilding of the Capitol, is in all respects the reverse.

Will the sum appropriated be sufficient to construct the road according to the specifications? At first I doubted, but the examination of similar roads, and some observation of the country have brought me to the conclusion that it will be ample for the purpose. Most of the limestone region is less favorable for such a work than that over which this road is to pass. There the country is generally far more broken, and the frequent ledges of rock requiring blast greatly increase the expense of grading. But from this place to the mountains, the country is most favorable for our purpose. By keeping as much as possible on the ridges between the streams, the road may frequently pass over many miles at a time where it will seldom be necessary to change the natural grade of the surface. But I have, sir, said that to offer which is entitled to far more weight than any thing I could say on this point, the opinion of Mr. Gwynn. Of his skill as an Engineer, and of his candor as a man, it is unnecessary for me to speak. It is his impression, that the road may perhaps be made for eight hundred dollars a mile; but he is so well satisfied that one thousand dollars is sufficient that he authorizes me to say to the Senate that he is willing to take the whole contract at that rate, and to give bond for its execution.

The width of the graded portion of the road is to be twenty-two feet. Supposing the elevation of the embankment or road-bed to be eighteen inches, three times that, as the bill proposes to be added to the width, so as to give the slopes 1 and a half foot base to 1 foot elevation, together with two feet additional on each side, will make the entire width between the ditches thirty feet. I am satisfied that good policy does not permit the road way to be narrower than this. It is, however, provided, that if great difficulties are encountered, for example, deep side cutting, on a steep hill which cannot be avoided, then the graded surface may be reduced to fifteen feet. The maximum grade for the road is not to exceed 3 degrees, or an elevation of one in twenty horizontal. That this can be obtained without serious difficulty, no one will doubt who remembers that many of our rail roads are limited to a grade of thirty feet to the mile, or one in 176. Though some of them have perhaps attained an elevation of 93 feet to the mile, or about 1 in 60; yet since the load a locomotive can carry on such a road is not more than one fourth the usual one, it is deemed advisable always to avoid such steep grades when practicable. It is further to be considered that the curves on the turnpike may be far greater than the rail road will admit. To increase the draft as much as may be practicable, no reasonable effort should be spared to render the road as nearly level as practicable. Besides, sir, I look forward to the time when it will become the interest of the State to M'Adamize the road, wholly or in part. It is desirable, therefore, that the road-bed should be so constructed, that it may hereafter become the foundation of a M'Adamized road, if it should be our interest to make it one. According to the plan proposed in the bill, this contingency will be completely provided for. Nor will there be any loss whatever of labor or money in converting the one sort of road into the other. In some instances, when the only object is to construct a M'Adamized turnpike, until the graded portion of the road is beaten down

by travel so as to be firm, the contractors

are not allowed to put on the metal. This is owing to the fact, that the excellence of that road depends upon the cover being water tight, so as to keep the earth underneath always dry, and thereby tender the whole firm. Such, however, is said to be the case only when the stone is not permitted to mix with the earth, but packs separately from it. To effect this, taking the stone is sometimes necessary to prevent any mixing of earth with it until the road is consolidated.—But by adopting the course which this bill proposes, it will hereafter only be necessary to trim a little those portions of the road which it may be deemed expedient to M'Adamize.

The tolls proposed to be raised, it will be observed, are more moderate than such as are exacted on most roads of this kind. Inasmuch as the work is to be owned exclusively by the State, they may be increased at any time as sound policy may seem to dictate. Many persons, I know, Mr. Speaker, are of opinion that no tolls ought to be collected. It is, however, impossible that any road can remain in good condition without more supervision and labor than are usually given with us. It would, therefore, be necessary, from time to time, to call on the Legislature for appropriations to keep it in repair, and a considerable waste of money must ensue. It does, however, appear to me, that the work will answer the purpose for which it was intended, by fixing the rate of tolls so low that the farmers may all find it decidedly to their advantage to use the turnpike. The excess of the receipts above what is necessary to keep it in good condition, ought at first to be expended in M'Adamizing such portions as may require it.

I now come, Mr. Speaker, to that portion of the bill which provides that those living on the road shall work on it. If every person who travels on this turnpike, should be compelled to pay tolls, much hardship would be the consequence to those living immediately on it. Being from their situation obliged to use it frequently for short distances, the payment of toll might become quite onerous. The result might be, that parallel roads would be kept up, at considerable inconvenience to the citizens, and with a loss to the turnpike. To obviate this evil, and at the same time to avoid any unjust distinction, it is proposed that all persons liable to work on any of the public roads of the State, living within two miles of the turnpike, shall be compelled to work five days in each year on it, if required by the Board; and that no person shall be obliged to pay any toll for travelling on the road in his county, or within ten miles of his residence. It will thus happen, that it may be used as a country road by each citizen, and one living on the line may travel ten miles into an adjoining county, toll free. As a return for this advantage, it is proposed that those residing within two miles, shall contribute as much labor to the road as citizens of the State usually are obliged to perform. If five days should be deemed too much, then I have no objection to the Senate's reducing the time, though it is now, perhaps, less than citizens of the mountain region are obliged annually to perform. The county courts are authorized to exempt the two mile hands from working on all other roads. I should have made the provision absolute in favor of their exemption, but for the reflection that it might be inexpedient to do so in those cases where the turnpike passed through a village or other point, where a number of roads come together. In that event, it would be right for the Board to compound the matter with such citizens, and allow a part of them to work other roads since the labor of the residue might be sufficient for keeping the turnpike in repair in the vicinity. From these provisions, I think that advantage would result alike to the citizens and to the Board. Major Gwynn thinks that fifty days labour annually on each mile would be sufficient to keep the road in repair. By taking two miles on each side, we have four square miles to each one in length. Upon the supposition that there are ten hands on the four miles, or two and a half on each square mile (and the actual number will average this at least), they will, at five days per hand, expend fifty days labor, an amount sufficient to keep the road in good repair.

The last section of the bill, Mr. Speaker, provides for the survey of a route from the town of Fayetteville, to some point on the line of the turnpike, at least seventy miles West of Raleigh. Also in the event of the main road's going to the South of Wilkes County, it directs a survey to be made from some convenient point on it to the town of Wilkesboro'; and that reports of each of these surveys be made to the next Legislature. The purport of this provision requires little explanation. The State ought, it seems to me, to construct immediately the main trunk, from this point to the extreme West. That, however, will be insufficient for the wants of the State. Much of the Western trade goes to Fayetteville. After, therefore, the main line is located, another, diverging from it, ought to be made, in the direction designated.

In the event, likewise, of the road now under consideration passing through the central or Southern counties of the West, the Northern tier will need a road pointing some where in the direction of Wilkesboro'. Let us then, sir, concentrate all our energies upon the execution of that work, which is to pass through the entire length of the State West of us; and after it is finished, let us make such roads, intersecting it, as may be necessary to meet the wants of all our citizens. I have no doubt, sir, that if this main line were established, we should, even without any aid from the State, have good roads made from it to every county town within a moderate distance. This is what has occurred in other States; and I am quite sure, that there is public spirit and sagacity enough among our citizens to induce them to construct good roads of twenty or thirty miles in length, if by doing so, they could reach a good turnpike. The very example of a first rate road before the eyes of the community, would be worth a great deal. What a waste of hardships we now see on highways badly laid out in the first instance? If a road is so constructed that the middle of its bed is lower than its sides, as we often observe them, each heavy rain renders it almost impassable; and the citizens are so frequently called out to put it in order, that it costs more labor in ten years, than would be necessary to construct and keep up a good road.

Having thus, Mr. Speaker, endeavored to explain the provisions of the bill and their several objects, I come now to the great enquiry, have we the means at this time, to construct the work? If we have not, then there is an end to the question. If we have not the power to make the road, then it is a waste of time to discuss its merits. I hold in my hand an exhibit of our financial condition prepared at my request with much care by his Excellency the Governor, which I desire to submit to the Senate. (Mr. C. then read at length a statement of the various sources of revenue and of the amount derived from each.) From this it appears that though our Internal Improvement fund amounts now to only the sum of \$233,468 24, yet that this considerably exceeds the amount now appropriated, viz \$250,000. Can we avail ourselves of all of this sum in the next two years? I frankly admit that in my opinion we cannot. A larger portion of the amount consists of Cherokee bonds, which, for reasons that I have formerly stated, will probably not be available for some time to come. The sum of \$12,000, in the above statement, can be commanded at any time.

This, together with \$62,000 obtained by adding the cash now on hand to the excess of revenue from taxation above the expenditures in the next two years, makes only the amount of \$104,000.—Let us now look to the state of the Literary Fund. I know that some gentlemen are remarkably sensitive about this matter, and express great apprehension lest our system of Common Schools should be interfered with. I tell such at the outset, that the course I propose to take, so far from diminishing this fund, will, on the contrary, benefit it. The entire capital of the Literary Fund is \$2,175,650 81, invested, as I have already shown. The cash derived annually from this capital, it is made the duty of the board to invest from time to time, so that it may not remain unproductive. They have therefore been in the habit of purchasing, as appears above, stock in banks, rail roads, &c. and also of lending to individuals at 6 per cent interest. Of cash now on hand to be disposed of, there is \$78,000. In the next two years, as we have seen, there will be at least \$250,000. Adding to this the cash now on hand, we have the sum of \$327,535. Subtracting from it \$80,000, the amount to be paid in the next two years to the Common Schools, provided the existing law continues in force, there remains \$247,535, to be invested in some manner. What I propose, then, is simply to borrow from this amount \$116,000, to make up the sum appropriated by this bill; and that the Cherokee bonds, amounting to \$293,679, be held in pledge for the repayment of the same, with interest. Is there any risk, whatever, of loss, when twice the sum in good money bonds is in hand to meet the debt, whenever it is desirable that it should be repaid? Can you find a better investment for the cash of the Literary Fund? Is it not far safer to lend it out to individuals at the same rate of interest?—Does not a great public work merit a preference even if the securities were equal? It is plain, then, sir, that we have ample means to construct the road.

We have now, Mr. Speaker, arrived at that point from which we may with propriety consider the advantages likely to result from this enterprise. The first objection comes from the Western counties. They say, that a Turnpike will not satisfy the citizens of the West; that nothing but a Rail Road will meet their wishes. To determine whether there is much force in this objection, it becomes necessary to consider the comparative value of different systems of Internal Improvement. No one is less disposed than I,