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By Philo White.

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### Internal Improvement.

FROM THE SUESS COUNTY PATRIOT.

#### ON THE CONSTRUCTION OF ROADS.

The proper construction and preservation of public roads are objects of the first interest. Their permanence depends entirely on the manner in which they are formed, and the expense of repairs is regulated by the correct or erroneous principles adopted by those who have charge of them.

Roads in our state are of three descriptions—The great public highways, and the township roads, both of which are made and kept in order at public expense—and turnpike roads, which have been constructed by private capital, and by large and liberal contributions from the commonwealth.

It has been frequently remarked by our citizens who have visited the eastern states, that in those parts of the Union, the town roads which are the same as our public highways or township roads, are better made, and are always in better order than the same roads in Pennsylvania. Why this is the case, it will not be difficult to show, and at a future period some facts may be communicated on this subject. At present, it is, however, only intended to invite the attention of the citizens of the commonwealth to the known and acknowledged fact, that our public roads, which are under county and township charge, are bad in their formation, and almost entirely without that care which is necessary to make them passable at some periods of the year.

To the turnpike roads in Pennsylvania, it is the purpose of this paper particularly to call the public attention, and by a statement of the erroneous principles upon which they have been made, and an exhibition of a better mode of constructing and repairing them it is hoped extensive benefit will be obtained.

In the formation of our turnpike roads we commit four great errors:

1. We dig a trench in which to place the large stones which are the foundation of the road, and which receives the water that percolates through, and undermines and loosens the coat of broken stone, which forms the cover of the road. Those large stones scarcely ever consolidate.

2. Our roads are quite too convex, whereby carriages are necessarily kept in the middle, which is worn down, and thus presents a sort of basin for the reception and detention of rain.

3. Our stone is not broken small enough, and our roads are generally encumbered with large stones, which interrupt the progress of carriages, raise up the wheels, and, by the jolt, injure the roads.

4. There is rarely a trench or ditch cut at the side of our roads, to carry off the rain water, or, if cut, it is very seldom kept free from obstruction.

At these errors, we are not to wonder; for England, with centuries of experience in road making, and ten fold the experience of turnpikes that we have had, has until lately pursued exactly the same career, which, even at present, is continued in many parts of that island. But a new system has been introduced there within a few years past, by Mr. J. L. M'Adam, which has stood the test of the most rigorous scrutiny—and received the most unqualified approbations of parliament—of the post master general—of the proprietor of stage coaches—and of numbers of the most enlightened persons in the nation. It forms no slight recommendation of this system, that Mr. M'Adam and his family, under his direction and on his system, have been and are employed in the construction and repair of different roads to the extent of nearly 700 miles—and that he is consulted, and his plan followed, by the major part

of all the road contractors in England.

The leading features of Mr. M'Adam's system are—that the best foundation for a road is the natural soil; that this foundation, on which the broken stone is to be laid, ought to be elevated, two, three, or four inches, above what is usually termed the side or summer road—that the stones should be broken so as not to exceed six ounces in weight, (he has recently declared a preference of three) and so completely consolidated as to prevent the penetration of rain—that the stone should be as far as possible homogeneous, as the mixture of hard stones with those easily friable is highly pernicious—and the bed of the road should be secured against under water by drains or ditches. The means by which to produce these effects, are detailed in his work at length and in his various examinations by order of the house of commons, and are comprised in the following plain rules:

1. "The first operation in making a road should be the reverse of digging a trench. The road should not be sunk below, but raised above the ordinary level of the adjacent ground. Care should be taken that there be a sufficient fall from the road to the adjacent ground to take off the water, so that this ground be some inches below that on which the road is intended to be placed. Side drains, or ditches, to carry off the water are indispensably necessary.

2. "Having secured the soil from under water, the next care is to secure it from rain water, by a solid road made of clean, dry stone or flint, so selected, prepared and laid, as to be perfectly impervious to water. This cannot be effected, unless the greatest care be taken, that no earth, clay, chalk, or other matter that will hold or conduct water, be mixed with the broken stone, which must be so prepared, and laid, as to unite by its own angles into a firm, compact, and impervious body.

3. "The large stones usually laid at the bottom of roads as a foundation, are not only a useless expense but positively injurious; as being constantly shaken by heavy carriages, they keep the upper stratum loose, and open for the reception of rain water.

4. "The stone, (or as we term it, the metal) is to be laid on, not all at once, but in layers of three inches thick; after the first layer is laid on, it is to be subjected to the traffic, or if the road is not open to traffic, a roller of iron should be used, if the weather be showery; if otherwise, water should be thrown on it; for no stone will consolidate when perfectly dry.

5. "Much has been said and written upon the strength of roads. My experience leads me to the conclusion, that six inches thickness of well broken stone, properly laid on, is quite sufficient, provided the bed of the road be made and kept dry. Of late years I have made no road thicker; but on the second year have given it an addition of three inches, loosening a little of the hard surface of the road, about an inch deep, to allow the new and the old materials to unite; going upon the principle that the natural soil is the real carrier both of the load and the carriages; and that if it could be kept dry by any other means, the artificial roads would be altogether unnecessary.

6. "The thickness of a road is immaterial as to its strength for carrying weight. This object is already obtained by providing a dry surface over which the road is to be placed as a covering, or roof, to preserve it in that state; experience having shown that if water passes through a road, and fills the native soil, the road whatever may be its thickness, loses its support, and falls to pieces.

7. "The only proper method of breaking stones, both for effect and economy, is by persons sitting. The stones are to be placed in small heaps; and women, boys or old men, past hard labor, should sit down, and break them with small hammers, so as none shall exceed six ounces in weight.

8. "The stones should be broken very small. In recommending six ounces as the proper size, I went as far as the then old prejudices would admit. But experience has convinced

me that half that size is more useful and more profitable to the country.

When the stone is all broken, and properly applied, there is no occasion for the covering of gravel or slate—and I object to it, as preventing the consolidation of the stone, by keeping the pieces apart, whereas they would otherwise unite by their own angles.

9. "The reason for recommending the laying on the stone at different times, and in layers, is, that if the whole quantity be laid on at once, he under part never consolidates properly, but continues loose, and tends to loosen the upper part so as to allow the water to pass through.

10. "Nothing is to be laid on the clean stone, on pretence of binding. Broken stone will combine by its own angles into a smooth, solid surface, which cannot be affected by vicissitudes of weather, or displaced by the action of wheels, which will pass over it without a jolt, and consequently without injury.

11. "A carriage ought as much as possible to stand upright in travelling. I have generally made roads an inch higher in the center than at the sides, when they are eighteen feet wide. If the road be smooth and well made, the water will easy run off in such a slope.

12. "When roads are very convex, travellers generally follow the track in the middle, which is the only part where a carriage can run upright; by which means three furrows are made, one by the horses and two by the wheels. More water stands on a very convex road than on one that is reasonably flat.

13. "Ten inches of well consolidated materials are equal to bear any kind of carriage.

I do not care whether the substratum be soft or hard—indeed I should prefer a soft one, provided it was not such as would not allow a man to walk over it.

14. "When a road is to be formed on the side of a hill, it is to be on the higher side of the road, where it will receive the water falling from the high ground, and keep the road dry.

15. "The materials should be cleansed of the mud and soil, with which they are mixed in their native state, on the spot where they are procured. If gravel be used it ought to be cleared by screening, or, if necessary by washing. Some addition will be hereby made to the expenses in the first instance—but it will be found the most economical mode in the end.

16. "Twenty per cent. of the expense of improving and repairing roads is often incurred by rows of trees, particularly on the sunny side, intercepting the influence of the sun.

17. "Carriages, whatever be the construction of their wheels, will make runs in a newly made road till it consolidates, however well the materials may be prepared, or however judiciously applied. Therefore a careful person must attend for some time after the road is opened for use, to rake in the track made by the wheels."

It is a curious fact that the roads in Sweden, which are among the best in the world, are made on the plan adopted by Mr. M'Adam. On these roads no stone is ever laid larger than a walnut.

Remarkable.—A Paris paper furnishes the following remarkable anecdote. About 100 years ago, a man, aged 18, was condemned to the galleys for a hundred years and one day. The man has suffered in full the sentence of the law, and has now returned to Lyons in France, where, claiming an estate belonging to his family, the proprietor, M. Bertholon, who had thought the purchase very fair and safe, agreed, by the advice of his lawyer, to settle the contentious matter by giving the real proprietor 4000/ sterling, (nearly \$20,000.) This wonderful old man, at the age of 118, has lately offered his hand to a woman, and is shortly to be married!

A jury in Chester, Eng. on the 4th last September, gave one hundred and twenty-six pounds sterling, (more than 300 dollars) damages, in an action for biting off a finger in a scuffle.

From Grog's World Displayed.

#### MARRIAGE IN CHINA.

The courtship being conducted and finished by the relatives of the parties, and a present being made to the bride, (contrary to the custom of most countries, where the relatives of the bride are expected to bring presents to their husbands,) a day is appointed, for which the calendar is consulted for a lucky one; the bride sets out, locked up in a sedan, preceded by relations, servants, &c. with lighted flambeaux in their hands, although it be noon-day, to the house of the bridegroom; to whom the key of the sedan is delivered by the nearest of kin to the bride. As soon as the bride steps from her chair, the bridegroom leads her into the hall, where they are seated at different tables, in the same room or hall; but before the bride and bridegroom are seated at table, they make four reverences to Tien, a supposed spirit residing in heaven. When seated at table, they pour wine on the ground before they begin to eat, and also set apart some of the provisions of the feast. The moment each of the bridegroom rises up and invites the lady to drink; upon which she rises also, and returns him the compliment. After this, two cups of wine are bro't, of which they drink part, and pour the residue into another cup, out of which they drink alternately, and this last part of the ceremony confirms the nuptials. The bride then goes among the ladies and spends the day with them, the bridegroom treating his friends at the same time in a separate apartment.

In China it would be as unfashionable to appear in white at a wedding, as it would in Europe, or America, to be dressed in black. The laws of China do not permit any subject to have more wives than one; but he may keep as many concubines in his house as he pleases: these, however, must be obedient to his wife, and treat her as mistress. The emperor has three wives, the number of his concubines is estimated at three thousand; they are called *con-gu*, or ladies of the palace. If a wife elopes from her husband, she is sentenced to be whipped, and the husband may dispose of her as a slave. If she marries another man, the first husband can cause her to be strangled. If a man quits his wife and family, the wife, after an absence of three years, on representing the case to a mandarin, or magistrate, is authorized to marry another husband. A man may divorce his wife for adultery, bad temper, a clamorous tongue, disobedience, theft, barrenness, or for any contagious disorder; this is seldom, however, put in force.

From the New-York Patriot.

#### TABLE-TALK AT A BOARDING-HOUSE. BREAKFAST.

Polly. Ma, don't you think this is the most beautiful morning ever nature produced?

Mrs. Proudfit. 'Tis very fine, indeed. Polly, why don't you ask the gentlemen if their coffee is agreeable?

Boards. Very good, ma'am.

Polly. Gentlemen, if you don't find your breakfast palatable only expound your wishes, and we'll think ourselves extremely happy in gratifying them.

Boards. Hem.

Polly. Mr. Fairchild, have you heard of the *juel*? Fair. What? Polly. Have you heard of the *juel* that was contested across the river this morning? Fair. O! I beg your pardon—I did not understand you—yes, I am told the parties were both severely wounded. Polly. O, mercy! The very thought of a *jueller* quite annihilates me. Ma, will you have a *churnip*? Mrs. P. No, dear, but I'll have a *pochatoo*.

TEA.

Polly. Ma, will you have some sugar for your tea? Mrs. P. No, dear—I reckon I don't fancy sweet tea like as you do, Polly. Polly. I confess my affection for the *saccharine dulcet*. I opine the flavosity of the sugar abates the animosity of the tea, which is very inimical to my diabolical appetite.

Fair. Pro-di-gious!

#### Southern Preacher.

THE subscriber has received a few copies of this admirable collection of sermons, which he offers for sale. The volume is well printed and neatly bound. It contains an animated and interesting view of the great outlines of the Gospel. All the sermons are above mediocrity, and most of them eloquent and nervous. They are equally interesting to the Episcopalians, Presbyterians, Methodists and Baptists, as they are the productions of these different denominations, and advance nothing that can be offensive to either. The desire to encourage the literature of our own state, we hope, will unite, with respect for the authors, clergymen of our own and the southern states, and a wish to possess this animated and interesting epitome of evangelical truth, to produce a speedy sale. The industrious, pious and enterprising publisher has a claim on the patronage of a generous and enlightened public.

The subscriber has, also, just opened a package of standard Classical and school books. Among them are the very excellent geography of Morse and Woodbridge. These works have received the unqualified approbation of the most celebrated teachers and literary characters, in the United States. They have each their peculiar excellencies, and are accompanied by atlases, of a superior kind. The geography of Morse, is an entire new work, the joint effort of the father and his son. It is an admirable work for schools, academies and colleges, and the teachers will find most of the defects of other works, here supplied. He has, also, Whippley's compend of history, with notes and questions, by the Rev. Mr. Emerson; Blair's Rhetoric, with questions at the close of each chapter, by Rev. W. H. Gilpin; Valpey's Greek Grammar; cheap, yet beautiful epitome on the Elements of Rhetoric; neat editions of Milton's Paradise Lost; Gower's Task; Thompson's Seasons; and Wilbur's biblical Catechism.

These works he will sell as low as they can be purchased, singly, in any of the northern capitals. He continues his Classical and English school at the old Academy. Parents and guardians may have their children and wards instructed in such branches, as they please, of classical or common literature. JON. O. FREEMAN.

Salisbury, Jan. 17, 1825.

The fine, young, thorough bred Horse

#### AERONAUT,

DECIDEDLY the finest looking horse of his age, ever produced in the western part of the state, will stand the ensuing season at my stable, in Rowan county, ten miles north east from Salisbury, and seven south-west from Lexington, at fifteen dollars the season; ten dollars, cash, the single lease; and special contracts will be made for insurance, and to particular cases and circumstances. The season will commence on the 15th of February and continue until the 1st of August. He will be found constantly at his station, except when taken to be shown at public places, and especially during the terms of the Superior and County Courts at Salisbury and Lexington, at which places he will stand several days each term, if convenient, for the accommodation of gentlemen who have not seen him.

Description.—Aeronaut is a beautiful mahogany bay, with black legs, mane and tail, a star and blaze in his face, four years old next spring, nearly sixteen hands high, remarkably heavy made, uniting in a high degree, the size, elegance and grandeur of his sire, the imported horse Eagle; with the great substance, symmetry and compactness of his grand-sire, the imported horse Dion. The great strength and weight of body which he will acquire at full age, will entitle him to stand higher as a horse of power, than any imported horse that ever stood in the county, except the imported horse Clowen, and to him in that respect he will be at least equal.

He had a few mares last season, from which it appears that he promises fair to attain the reputation of a sire forgotten; and from his youth, the excellence of his constitution, the fine size, figure and performances of the stock from which he descended, he cannot well fail to produce as fine colts as any horse in America.

PEDIGREE.—Aeronaut was got by the imported horse Eagle; his dam by the imported horse Dion; grand-dam by Expectation, one of the best sons of the imported horse Diomedes, out of a Medley mare, uniting the blood of the imported horses Medley, Fearnought and James, and the thorough bred horse Celer, from which it appears that he must be very nearly, if not entirely, thorough bred, and descended from an ancestry, the most renowned of any horse that has ever appeared in England or America, as will be seen by the following statement:

Eagle was considered the finest and fleetest horse in England, since the days of Childers, and his winnings amounted to ninety-three thousand dollars; he was got by Volunteer; Volunteer by Eclipse, Eclipse by Marsque and Marsque by the Devonshire or Flying Childers, the fleetest horse ever known in England. Eagle's dam was got by Highflyer, a horse little, if any, inferior to the above celebrated Eclipse, generally admitted to be the best horse that ever was in England, or perhaps in the world, as appears by the statement made in his recommendation and pedigree now in possession; his grand-dam by Enquirer, &c. Dion was got by Spadille, one of the best sons of the same celebrated Highflyer; his dam by the Paoclet, &c. He was famed for his great speed and bottom, having run with such unusual honesty as to win four mile heats twice in one week; he was the sire of Gattalin, Don Quixotte, and many other capital racers, all of which united with the blood of the above famous horses in America, viz: Diomedes, Medley, James, Fearnought and Celer, constitute a pedigree inferior to few, if any, horses ever bred in America.

All reasonable measures will be directed to prevent unfortunate accidents, but no responsibility will be admitted for any that may occur. ROBERT MOORE.

January 20, 1825.

#### Sheriff's Tax Deeds.

DEEDS for land sold by Sheriff for arrears of Taxes, for sale at the 'Carolinian' office.