

tion; all of which, however, may be arranged under the two following divisions of the subject, viz:

I. The respective distances of the several routes—and the facilities they afford for constructing a good road.

II. Which of the routes will be of the greatest national importance, in a commercial or military point of view, or for the transportation of the public mails.—That one which, upon a full view of the subject, unites the greatest number of advantages, should unquestionably be adopted. We believe, and we will endeavor to show that the intermediate route unites more advantages than either of the others.

1. As to distances. The distances of the several routes ought not to be taken from the usual estimates of the roads leading to New-Orleans; for the reason that these roads were not laid out with an eye to either of the extreme points; they are nothing more than a series of roads originally laid out to pass from one village to another, which happen to lie nearly in the direction of New-Orleans. And in all cases, they are at least 20 per cent. farther than the direct measure. For instance: New-Orleans cannot be reached from Washington city, by any existing road, short of 1250 miles, while the direct route is only 970 miles.

The only true method for ascertaining the relative distances of the several routes, is on the principles of the exact science. We have taken the latitudes and longitudes of the several points as data; and from these data we have calculated the distance of each route, and find the result to be as follows, viz:

1st. The direct route. Washington city is situated in 38° 53 minutes, N. L. and 00° west Long. New-Orleans 29° 57 minutes and 45 seconds; and 13° 3 minutes and 30 seconds, west—computing longitude from the meridian of Washington City.

This makes the distance between those two places, in a direct line, 970.799 statute miles.

This route would encounter many of the spurs thrown out from the Alleghany mountains; and probably at some points the ridge itself. Of course, it would require a large per cent. to make up for inequalities of surface. It is estimated by the Postmaster General, and we believe, with correctness, that 10 per cent. will not be more than a sufficient allowance—which added to the direct measure, would make that route 1067 miles.

2nd. The intermediate route. In the year 1804, Isaac Briggs, then one of the Surveyor Generals of the United States, under the direction of President Jefferson, made a survey of this route. During the time he was engaged in this survey, he ascertained the latitudes and longitudes of the principal points in the route. His observations as to Salisbury, were subsequently confirmed by other scientific gentlemen; among the rest, Dr. Caldwell, President of the University of North-Carolina.

According to these authorities, Salisbury is in 35 degrees, 41 minutes and 43 seconds, N. L. and 4 degrees west from Washington City. Fredericksburg, 38 degrees, 12 minutes and 43 seconds N. L. and 18 minutes west from Washington City. The situations of Washington city and New-Orleans as before stated.

These data make the distance in straight lines, by Fredericksburg and Salisbury, from Washington city to New-Orleans, 989.993 statute miles—of 19 miles farther than the direct route. Leaving Fredericksburg out of the calculation, the distance from Washington city to New-Orleans, by Salisbury, is 974.969 statute miles, or only 4.170 miles farther than the direct line. This route runs parallel with the Alleghany ledge, but in its whole length, encounters none of the spurs or broken country occasioned by the mountains. It passes between the cataract and alluvial regions; and for the most part over a very level country. In many places, for miles it pursues without interruption, the high grounds of dry dividing ridges.

Mr. Briggs, in his report to President Jefferson on this subject, remarks, "that this road is proverbial for its goodness." And he gives it as his opinion, that 5 per cent. would be amply sufficient for the inequalities and unevenness of surface. Add 3 per cent. to the distance above stated, and we have 1029 miles, or 38 miles less than the direct route with its inequalities.

3d. The lowermost route. In ascertaining the distance of this route, for the want of data, we have left Milledgeville and Cahawba out of the calculation. We find the distance of this route, through Richmond, Raleigh and Columbia, to be 1019.974 statute miles. We presume that 5 per cent. would be sufficient for the inequalities of this route; making in all, 1066 miles, or 37 miles more than the intermediate route. To this should be added 10 or 12 miles for the angles of Milledgeville and Cahawba.

Thus it appears from calculations made on principles that cannot err, if the data be correct, that the intermediate route is nearer than the mountain route by 38 miles; and nearer than the lowermost route by 37 miles. In further illustration of this branch of the subject, we beg leave

to refer you to the diagram herewith sent; by which you will see, at one view, the different bearings of the several routes.

The next inquiry under this division of the subject, is as to the materials and other facilities necessary to the formation of a good road.

On this part of the inquiry, the lights of science may be brought in aid of actual observation: If we look at the geological character of the sections of country through which these routes run, we at a glance discover a striking difference. The uppermost and middle routes pass over the primitive and transition formations; while the lowermost route, in many places, traverses the secondary formations, and at many points, for miles in succession, encounters a sand region. Consequently, the materials indispensable for a good road exist in abundance on the two upper routes, while on the lowermost, they are scarce; in many places not to be found at all, and when found, of inferior quality. The route then through the seats of government, in this view of the subject, is entirely thrown out of competition, and the question lies between the two others.

We readily admit that the materials for road making, abound in greater quantities on the mountain, than on the intermediate route. In fact, their superabundance on the mountain route, so far from being an advantage, opposes serious obstacles; to overcome which, will require great labor and expense. On the other hand we hazard nothing in asserting, that stone and gravel may be obtained, within striking distance, at every point on the intermediate route, in any quantities required, and at less expense than it would take to remove the obstacles on the mountain route. The inequalities of each route should be brought into calculation. For example, if the road is constructed, it will be determined that all elevations shall be graduated to a given rule—say to 15 degrees, which we believe is the maximum of some turnpike roads. Will it not evidently require more labor to graduate a road over a region of 10 per cent. inequalities, than over one of only 5 per cent? The reasonable calculation is, that the two routes, to be made equally good, would require money and labor in the ratio of their inequalities.

This view of the subject evidently shows the superior advantages of the intermediate route. 1st. As to distance. 2d. As to the nature of the ground over which the road would pass. And 3d. As to the facilities for making a good road.

If, but the directness of the route, and the facilities for making a good road, though inquiries of great importance, are, nevertheless, not more so than those which prevent themselves under the second division of the subject.—For it might so happen that the nearest route and the one most abounding in materials, would not be the one best situated to answer the great national ends of commerce, or for military purposes, or for the transportation of the public mail. The next inquiry then is, which of the routes will best accomplish these objects of national importance.

1. Of Commerce. Your memorialist do not believe that either of the routes in time of peace, would be extensively used for the purposes of trade. The course of trade is towards the Atlantic; the road on either route would run nearly parallel with the sea-board. We however believe, that this route would be more used for that purpose than either of the others. For the reasons, that it passes through many flourishing towns and villages, and through a district of country containing the thickest population in all the Southern States; the soils of which are rich, producing in vast quantities, all the staples of the climate. It would moreover cross the great leading rivers of the southern States, at or near places which already are, or soon would become, considerable markets.

On the other hand, the uppermost route would pass through a district of country which, from the influence of the mountains, labors under the rigors of a northern climate; the population less dense, and agricultural products diminished in quantity and variety. While the line of the lowermost route leaves in many places, the original and transition regions, which, in the southern states are the great agricultural districts, and passes over some of the poorest soils in the Union; which can scarcely furnish subsistence to their own spare population.

2d. For Military purposes. As a military road it would be used. 1st. For moving troops along it. 2d. For the transportation of munitions of war.

Should it become necessary to march troops from the north to the south, or the contrary, the intermediate route would present more advantages than either of the others. The troops could be maintained at less expense, because it passes nearly in its whole extent, through a grain-growing country. Should it become necessary to call out the militia, this route would be most convenient for points of concentration, as it passes through the heart of the thickest population of the Southern Atlantic States—that district of country which contains the physical strength of these states. As to the transportation of the munitions of war, the facts already stated, show its superior advantages. It moreover passes, at one point, through or in the vicinity of a section of country where some of the most essential munitions of war are manufactured. In the county of Lincoln, North-Carolina, there are many inexhaustible beds of iron ore, of the best quality, for the manufacture either of cannon or cannon-ball; and there are at this time 10 or 12 manufactories in active operation, at some of which during the late war, large quantities of cannon ball were made, on contracts with government. We would further state, that this is the route along which during the late war, large quantities of munitions were transported from the North to the South; and along which, during the same period, the traffic from the north to the south, was chiefly conducted. It long has been, and from circumstances will continue to be, the most public thoroughfare for travellers in all the southern states.

3. Transportation of the public mail. The next object contemplated by the establishment of the national road, is the transportation of the public mail.

In selecting the route for this purpose, several things should be considered. 1. The distance. 2. The amount of population to be supplied along the intermediate country. 3. The abundance or scarcity of provisions and provender for men and horses. And 4. The obstacles that oppose a rapid and regular transportation of the mail. As regards the first three points, we have already shown the superior advantages of this route over the other two. There yet remain to be considered the obstructions and facilities to the rapid transportation of the mail. Your memorialist hazard nothing in asserting that obstacles of the kind alluded to, occur less frequently on this than on either of the other routes. It is a well known fact that as you approach the mountains, water courses increase in number, are more sudden and frequent in their

overflowings, and more rapid and dangerous in their currents, than they are lower down in the country. This is particularly the case in that region of country which the upper route would traverse through the states of Virginia, North-Carolina and South Carolina. But before these numerous streams reach the line of the middle route, they have passed into certain main leading rivers, which assume a more steady current, and are not so easily affected by every rain that falls. In proof of the correctness of this assertion, we need only recur to the map of the states. It will also be observed, that in that part of the route lying north of Salisbury, the principal rivers are the James, the Roanoke, and the Yadkin. Over two of these, viz: the James and the Yadkin, excellent and durable bridges already exist; and over the other, one is erecting at this very time. These facilities to the same extent are not to be found on either of the other routes.

Your memorialist, before they dismiss this part of the subject, would respectfully notice that part of the report of the Postmaster General, in which he alludes to this route. "Some years since," says he, "a contract was made by this department to transmit the mail to New-Orleans from this city, by Salisbury, in North-Carolina, &c. But there were so many obstructions on this route, arising from streams of water and other causes, that it was found impracticable to perform the contract and it was abandoned."

The history of that mail, so briefly noticed by the Postmaster General, we collect from public documents to be as follows: Immediately on the acquisition of Louisiana, in the year 1803, our government felt the want and saw the necessity of a direct communication by mail, from the seat of government with New-Orleans. That the nearest and best route might be ascertained, Mr. Jefferson, then President of the United States, as before stated, directed Isaac Briggs, a man of science, to take a series of observations, and finally to make an actual survey of the route which seemed most eligible. In pursuance of these instructions, Mr. Briggs made an actual survey of this route from Washington city to New-Orleans. This survey, with a chart of the road, was esteemed so much value by Mr. Jefferson, as to be communicated by him in a special message to Congress, in the year 1804. It was in consequence of the recommendation of the President, and the information communicated by him, that Congress established its mail alluded to by the Postmaster General. The mail continued to be carried on this route, until 1808-9, when a resolution was introduced into Congress for its discontinuance, for reasons then alleged. The fact is, that a very considerable portion of the intermediate country, in this route, at the time alluded to, was in actual possession of several tribes of Indians; say, from Oakmulgee in Georgia, to a remote point in the Mississippi territory, with the exception of a small settlement on the waters of the Tombigbee.

The obstacles and difficulties of conveying the mail through so many miles of wilderness, were very considerable, and it followed necessarily, that the contractors would demand a sum proportionate to the risk and danger of the undertaking. Since then, however, the wilderness has disappeared; a great part of the country has become thickly settled; and towns and villages have sprung up where the wild forest before stood. The causes of the discontinuance of that mail having thus ceased to exist, we submit whether they should now be brought up in array against this route.

Your memorialist will refer to but one more fact as connected with this route. On the declaration of war in 1812, it became necessary to despatch from the seat of government, an express to New-Orleans, for the purpose of preventing the shipping in that port from going to sea. This route was then selected as being nearest and interposing the fewest obstacles to speedy travelling. The result was, that the express reached New-Orleans in less time than it has been done either before or since.

Your memorialist have thus, by a statement of facts, endeavored to show the superior advantages of this over the other routes: holding it as a correct maxim, that private interest should always yield to public good, we would disclaim even the wish to see this route adopted, unless it be entitled to success on the score of national interest. With full reliance on the correctness of your decision, we tender you, illustrious sir, the salutation of our profound respect and veneration.

JOHN GILES, Chairman.  
EZRA ALLEMONG, Secretary.

Fortifications.—The Bill making appropriations for certain Fortifications of the United States, for the year 1825, which was reported in the House of Representatives on the 19th inst. appropriates the following sums:

For Benton's Point	\$60,000 00
For New Utrecht Point	40,000 00
For Fort Delaware	71,679 50
For Fort Monroe	100,000 00
For Fort Calhoun	70,000 00
For the Fort at Mobile Point	100,000 00
For the Fort at Chief Menteur	100,000 00
For Fort Jackson, on the Mississippi	100,000 00
For repairs and contingencies	8,320 50
For the preservation of Islands in Boston Harbour, necessary to the security of that place	\$2,972 56
For armament of new Fortifications	100,000 00
	\$802,872 56

Can such things be?—We learn from Richmond, that on Saturday, the bill providing for the expenses at York, was ordered to be engrossed for a third reading, by a majority of only one vote—says 92, says 91—understood to be equivalent to a rejection! We shall not, at present, say a word on the subject, because we might be disposed to speak irreverently of our betters; but we may be permitted to express a hope, that Lafayette, taking compassion on the poverty of our State, will not propose to reimburse the expense incurred at York, out of his own private funds. Petersburg Republican.

True Liberty.—We are informed from a correct source, that the owners of the elegant block of buildings in Water-street, after having paid the mechanic with whom they contracted for the erection of them the full amount of his contract, and between three and four thousand dollars for extra work, on new year's day presented him with the sum of one thousand dollars, for his punctuality and faithfulness in his profession. This is the right way to insure honest workmen and permanent buildings. Boston Gaz.

It is, perhaps, says a Cape Fear Recorder, not very generally known, either in or out of the state, that a Cotton Factory, capable of containing about 10,000 spindles, a now erecting, and in a state of forwardness, on an eligible site known by the name of Cross Creek, in the town of Fayetteville. This building, which is the property of Mr. Wm. L. McNeil, merchant of that place, and a gentleman in Providence, (R. I.) we understand will be completed early in the next summer, and the machinery put into operation.

#### NATIONAL ROAD.

We publish in this week's paper, the memorial of the citizens of Salisbury and its vicinity, on the subject of the contemplated national road from Washington City to New-Orleans. The memorialists have, at considerable length, entered into the subject; and, by facts and calculations, we think they have shown the superior advantages of this over the other routes of which mention has been made. Accompanying the memorial sent to the President, is a diagram, or chart, of the several routes; we regret we have not the means of publishing it—as, by a single glance at it, the reader would at once see the bearings and angles of the several routes, better than can well be represented by words.

The proceedings and Memorial of the citizens of Davidson county, on the subject of the National Road from Washington City to New-Orleans, shall find a place in our columns next week.

#### Married.

In this county, on the 3d inst. by B. Howard, Esq. Mr. Richard Locke to Miss Margaret Gheen.

#### Died.

In this town, on Wednesday last, the 3d inst. Wm. M. Allemong, son of Mr. Henry Allemong, in the 13th year of his age.

BALTIMORE, JAN. 14.  
Our city was, this morning, suddenly deprived of one of its most estimable and esteemed citizens. General Robert Goodloe Harper is no more!

About nine o'clock this morning, after eating breakfast as usual with his family, in apparently good health and spirits, he was standing before the fire reading a newspaper, when the hand of death suddenly deprived him of sensation—he fell back on the floor, and expired without uttering a word.

General HARPER was sixty years of age. He was too well known and too highly esteemed by all who knew him, to require any eulogy of his character, talents, and worth. Patriot

#### Second Edition.

##### THE PRESIDENCY.

The Raleigh Register, of the 1st inst. has in it a letter from a representative in Congress, from this state, which contains the following confident assertions:

"The Rubicon has been passed, and Mr. Crawford and Gen. Jackson are both beaten. I have no pleasure in making the communication; but I have information from an unquestionable source, that Mr. Clay's friends have come to the determination of making a frank disclosure to the friends of Mr. Crawford, of their intention to go over to Mr. Adams.

"Clay will carry five western states to Mr. Adams: Louisiana, Kentucky, Ohio, Missouri and Illinois. Clay's interest will also carry Maryland; to which, it is generally believed here, New-York may be added. These, with the six New-England States, will settle the contest. In the last struggle, I do not entertain a doubt but that Virginia would vote for Mr. Adams, rather than either Gen. Jackson should succeed, or Mr. Calhoun come in through the Vice Presidency."

What credence these assertions are entitled to, we know not; but those who are well acquainted with the supposed writer, seem not to attach much weight to them.—The Legislature of Kentucky has instructed the representatives in congress from that state, by a majority of 8 to 1, to vote for Gen. Jackson; and we presume, unless the Kentucky members love Mr. Clay better than they do their seats in Congress, they will vote as the legislature of their state has requested them to do.

#### State of North-Carolina.

##### RUTHERFORD COUNTY.

COURT of Pleas and Quarter Sessions, January Session, 1825. Aspaia Earle versus James H. Ferguson: Original attachment levied on a wagon, one watch, and other articles.

It appearing to the satisfaction of the Court that the defendant is an inhabitant of another State, ordered therefore that publication be made in the Western Carolinian for six weeks, that the defendant appear at our next County Court of Pleas and Quarter Sessions, to be holden for the county of Rutherford, at the Court House in Rutherfordton on the 3d Monday after the 4th Monday in March next, then and there reply plead or demur or judgment will be entered up against him, and the property condemned accordingly.

Witness, Isaac Craton, Clerk of our said Court, at office, the 2d Monday of January, 1825. 6149 ISAAC CRATON, Clerk.

#### Indictments

For assault and battery, for sale at this Office.

#### Stop the Rogue!

A MAN by the name of John Jones, while on my horse (a dark bay mare, blind of one eye) about a mile west of Chesterville, S. C. (myself walking before him, talking with some gentlemen) about dark, on Thursday, 3d inst. reined the horse into the woods, and made him escape, and has not since been heard of. 20 dollars reward will be given for said man and horse—or for securing him in any jail, and giving me information at Salisbury, N. C. so that I get him and the horse.

JAMES CAVENDER.  
Feb. 7, 1825. 3:46

#### Agricultural Notice.

THE officers, members, and friends of the agricultural society of Cabarrus county, are requested to attend a meeting of the society, in the court-house in Concord, on the last Saturday in February next.

It is hoped that those who feel themselves interested in the welfare and honor of their country, will not suffer such an institution as this has promised to become, to fall to naught.

It is confidently expected, that a general meeting, not only of the members, but of all those who wish to become so, will take place on that day. J. L. BEARD, Recording Sec'y.  
Jan'y 31, 1825. 2:45.

#### The Co-Partnership

HERETOFORE existing between the subscribers, was dissolved by mutual consent on the 7th inst. The settlement of the affairs devolves on Charles F. F. Reeve, to whom all persons indebted to the late firm of BRIDGEWOOD & REEVE, will make payment. THOMAS BRIDGEWOOD, CHARLES F. V. REEVE.

The China, Glass and Earthen-Ware business, will be continued by CHARLES F. V. REEVE, on his own account, at his store, No 281 King-Street, opposite the Merchant's Hotel, who has received, by recent arrivals from Europe, 650 packages Liverpool and French Wares.

50 cases New-York manufactured gilt and Also, a general and extensive assortment of most fashionable and improved patterns of Crockery, China, Glass-Ware, &c. suitable for town and country trade, which are now offered to the public on the most liberal terms.

Country orders repacked safely, and at the shortest notice. Charleston, January 10. 3mt55

#### Good Shoes and Boots

CAN be had at any shop in Salisbury, low for cash. HENRY SMITH.  
January 29, 1825 3:00

#### Ten Dollars Reward.

RANAWAY or stolen from the subscriber, R. living in Rowan county, on the 12th of January last, a light bay Horse, about fifteen hands high; no marks recollected. The horse was hitched in Mr. McConaughy's yard and must have been taken out by some person, or I should have heard of him before this. JOSIAH DENT.  
January 29, 1825. 2:44

#### Look at This!

I INTEND removing to Lexington, Davidson county, N. C. some time next Spring; in order to settle with my creditors, I now offer for sale the House and Lot wherein I live, in the East square, on the Main Street in Salisbury. If I do not sell at private sale, before our February Court, I shall then sell at Public sale, on Tuesday of the Court. JOHN ALBRIGHT.  
Jan. 21st, 1825. 3:44

#### To Mechanics.

WE have lately received a general assortment of cabinet-makers and joiners Tools, consisting of all the kinds of Bench moulding, Bending, Sash, Flooring and Ceiling Planes, such as have very seldom been kept in the up country; also, Hand, Panel, Tenant, Keyhole and Fritt Saws, Edmondston's superior Screw Augers, &c. which will be sold low. M'BEE & REINHARDT.  
Lincolnton, N. C. 3:44  
Jan 17, 1825.

#### For Sale,

THAT valuable and well known House and Lot in the town of Charlotte, occupied for the last six years by Cowan & Vail, as a house of entertainment. Its central situation in the town and vicinity to the Court House; its complete water and convenient arrangement for the entertainment of travellers and country custom; its spacious, well finished two storied stables; its highly improved garden; its neat and convenient two storied kitchen; its secure frame smoke house and lumber room, with its large cellar, secure and dry at all seasons of the year, together with a never failing well of excellent water, convenient to the house and kitchen, will afford to one wishing to keep a public house advantages not surpassed by any in the state. Any person wishing to purchase, is requested to view the premises, that they may speak for themselves.

Also, about 40 acres of valuable land adjoining the town lands, thirty of which are inclosed and well adapted to the culture of all the products of the country.

I am disposed to sell the above premises upon accommodating terms, which can be known by applying to John Irwin, merchant, of Charlotte, or Thomas L. Cowan, of Salisbury. JAMES COWAN.  
Charlotte, Dec. 3, 1824. 42

#### State of North-Carolina.

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