

Western Carolinian.

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By PHILIP WHITE.

INTERNAL IMPROVEMENT.

CARLTON—No. III.

The man who owns and cultivates a farm in the neighborhood of a populous city enjoys more favourable opportunities for supporting a family and enlarging his property, than one who lives at a distance from a numerous and busy population or in the interior of a country. It is the productions of his farm in his garden, have a fair and prompt sale, with no delay of payment. This is a stimulus to his exertions. He is encouraged to fertilize his grounds to the best modes of cultivation, to economize of his time, and not to be weary of his soil. His trees are well tended, his orchards flourish, his measures are luxurious, and he is no less particular in the quality of his grains, roots and vegetables. He is so habitually in spirits from knowing no necessity of being embarrassed by command of his lands, and by a regular growth of his crops for himself and his children, his labours, instead of being oppressed with renewed intermissions, he looks forward to their speedy certain reward. It is no wonder that such portions of our country as are in the vicinity of a dense and active population, should be remarkable for the fertility of their inhabitants. The farmer shows his sense of this and his own disadvantages, while in cutting down the timber that incumbers his land, and which is to be burned in heaps only in his way, he remarks, "These masses of wood in circumstances, instead of causing him so useless labour they would speedily entice his fortunes." What is here said of a farmer or planter, is no less applicable to all sorts of business. Mines of coal, or lead, could they all be situated near to seaport towns or cities, or even very populous parts of a country, are more valuable than remote from the prompt opportunity of sale. The advantages of all manufactures are estimable by some considerations. Let us then see a farm, a workshop or a mine, all its means of being wrought, situated two hundred miles from the sea, taken up, and put down again a few miles from a commercial city. The which before such a change sold for dollars, would now sell for fifteen, or thirty or fifty dollars per acre. It is obviously is, that in its new position, it has all the opportunities of a convenient, and ready money sale. It would be a matter of small moment, that the land at present was in a state of cultivation. There is danger that it would not soon be rich in these new circumstances. It would every year grow more fertile, the increased slacity, ingenuity and management of the owner. If it is not subject by some peculiar property to invincible sterility, he would but little of its former unproductive condition. All this is evidently true of the mine or the workshop, a case can only be imagined, and for the sake of illustration alone that been supposed. But to prepare us definitively for the use of this, let me repeat: What is it that the difference between the value of a farm and all its productions, in the situation and in the other? It is its distance from market. All that we supposed is the annihilation of distance. If the necessity of so long a journey did not exist, the farm that is a hundred miles from the sea port would be at once as valuable in respect, as if it were within one of it. With us in North Carolina, we would be more highly prized than here, because it would unite the opportunities of market, and the profits on every thing sold, with the instance of living in a healthy country, there no way of annihilating distance, not in reality, but in all that the world would ask. I mean its effects on his opportunities? Are there not of reducing these great distances, not nothing with respect to the advantage to which they subject him? I answer plainly is, that it can be done by a Canal or a Railroad. It may at first strange and extravagant to speak of annihilating distance between two

places. It is important however that we should become familiar with those modes, which facilities in travelling and conveyance, propose for doing this. You are in New Haven, and you have business which calls you to the city of New York which is 85 miles distant. You go to the steam boat in the evening at 6 o'clock, and step into it. When bed-time comes, you lie down and sleep on as good a bed as you want, and the next morning you awake at four o'clock with the intelligence that all you have to do is to step out of the boat into the city, attend to your business and then return home again by the same means. What great difference it may be asked, is there so far as yourself alone are concerned between taking up your house in New-Haven, and setting it down at the city of New-York and then returning it again to its proper place? Is there any thing virtually incorrect in saying that the distance between your own house and New-York has been removed as to the practical purposes of business? A person may now travel by steam boat and stage from Norfolk to Philadelphia in thirty-six hours, though the distance between these places is 210 miles. By such methods of travelling as were once practised, at the rate of forty or thirty-five miles a day, he must have required five or six days to accomplish it. When we say that by the improved methods of travelling the distance of one hundred and seventy miles at the one rate, or one hundred and seventy five at the other, has been annihilated, there is no longer that objectionable appearance of mystery or magic which might at first have occurred to our apprehension. Let it not be thought that the expense of such travelling has been studiously kept out of view. The exposition which has been made is for the purpose of distinctly showing what is meant, when certain modes of conveyance, distance is said to be annihilated. The passage from New Haven to New York must cost three dollars for the distance of eighty-five miles; and that between Norfolk and Philadelphia must cost twelve, every thing in the latter instance being found to the traveller, through the distance of two hundred and ten miles. But we must not go such distances on business, it is really so great a privilege to effect these objects on these terms, and in most cases they gain so much by it in the end that the expense is more than compensated by the advantages. When they travel for pleasure, we shall scarcely deny that their remuneration is greatly enhanced, or at least that it is a matter which ought to have no influence on the subject. A merchant in Norfolk, for we do well to illustrate by fact, reads in the newspaper that three days afterwards there is to be sold at auction in Philadelphia, a large quantity of goods or property in which he feels himself interested. In the last thirty six hours before the time of sale he passes to the city, defrays all the expenses of his passage with twelve dollars, makes his purchases, and possibly profits by them to the amount of some hundreds or even thousands. The cost of travelling it is presumed would no longer be named, and the distance between Philadelphia and his own residence, he will consent to say has been reduced to little or nothing, by the facilities of the passage. Travelling recently on the New York Canal, from Albany to Lake Erie, a distance of three hundred and sixty-three miles, I fell into conversation with a man by the name of Hooper, passing westward in the same packet boat. He was one of your plain, substantial, sensible men, a good farmer, wholly of a practical character, on the soundness of whose opinions, and the correctness of whose statements, it was easy to see that reliance was to be placed. Said he, I live some distance up the country along this Canal, and have been down to Schenectady to market. I took down five hundred and twenty-six barrels of flour in a boat which cost about two hundred and fifty dollars. It was done by two men and two horses, and the whole trip will be completed in eight days. Had I done this by our old method with waggons and horses along our turnpike roads, the same thing would have required fifty men, fifty waggons, and a hundred horses for sixteen days. It might be left for any one to estimate the comparative cost of transportation.

It is hoped the reader will excuse the egotism sometimes resorted to. It is thought important to build our opinions and views upon the foundation of facts; and the writer wishes to be held personally responsible for the truth of the circumstances here presented. The case cannot be mistaken, for it was noted down on paper at the time, with repetition. The waggons here spoken of, were two horse waggons, such as are commonly used in that and other parts of the northern country; but one of them carries at least ten barrels of flour. This they can do on their improved upon a barrel of flour, by the two methods. But let us stop to consider intelligently the particulars of this example, for as a fact it is of no small importance in determining the merits of Canals or Railways, and common roads. Let us admit for the sake of comparison, that one boat is as expensive in the building and maintenance as three waggons, and this will be a liberal allowance to the disadvantage of the boats, and in favor of land carriage. It will then be true, from the preceding statement, that one horse by means of the Canal performs the work of fifty horses upon a road, one man the work of twenty five, and one waggon very nearly as much as seventeen waggons. Nor is this the full account of the matter, for the man, horse, and waggon do that in one day, which the twenty-five men, fifty horses and seventeen waggons do in two days. Now if we suppose the day's work of the man to be one dollar, that of the horse half a dollar, and the waggon to be worth fifty cents a day, and the value of the work done by the twenty-five men, fifty horses, and seventeen waggons in one day will be fifty-eight dollars and a half, or one hundred and seventeen dollars in two days. It plainly follows then, that when the cost of conveyance by land carriage amounts to one hundred and seventeen dollars, it is no more than three dollars by a Canal; or if the expense by waggons and horses upon a Turnpike Road, be eighty-seven dollars and a half, it is one dollar by the Canal or Railway. The liberty here taken in speaking of the Canal and the Railway as alike in their efficiency for transportation, I would remind the reader, is founded upon the present reigning opinion of Engineers, and upon such evidence as has been given in the preceding number. Were a Railway constructed from the mountains to Beaufort on the sea coast, produce could be transported from one end of it to the other, through a distance of two hundred and forty miles in two days. This must be evident as soon as we reflect that regular Line Carriages, with proper change of horses travelling night and day, to go at no greater rate than five miles an hour to accomplish it. It is in consequence of the present incomplete such a Railroad without the least inconvenience to the people in five years. Shall we then delay a moment seriously to commence a plan which, if accomplished, must be of inestimable value to the state. It is for the people to say whether they will employ as soon as possible such an Engineer, as shall in a few months give us an enlightened correct and conclusive estimate of the manner, the means and the expense. CARLTON.

PARLIAMENTARY CHARACTERS.
A correspondent of the N. Y. Times, in writing from London, under date of July last, gives the following brief sketch of the characters of some of the prominent men of England:
The new Lord Chancellor is a person of a very striking figure and countenance. He seems exceedingly at his ease on the woolsack. I heard him on one occasion retort on Lord Ellenborough with as much asperity of tone and manner as I have ever witnessed on a trifling occasion.
The Duke of Wellington is a fidgetty and talkative person while their Lordships are in deliberation. He is perpetually shifting his position, and whispering to the person who happens to sit next him.
Lord Goderick is a person whose speech is better to the sight, or on paper, than to the ear. The reverse, probably, may be said of Lord Dudley and Ward; there is great precision, smoothness and force, in what he delivers. Lord Lansdowne, however, appears to be the best speaker in the upper house. He is one of the best sentence makers I ever heard; and what he does in this way is done with amazing facility. A writer, who is particular about his periods, and fastidious in the collocation of words, especially when the ideas to be expressed have a good deal of complexity, knows well the utility of a pause, and an opportunity for emendation. Lord Lansdowne, however, is a sentence maker by intuition. The greatest niceties of phrase, and felicities of arrangement, are exhibited by him off hand, and without the least show of hesitation or effort. When I say "in the Upper House," I mean, of course, in the active discharge of its duties. I refer only to the members whose voices are familiar to the ears of those who hear its debates. I can scarcely yet regard Lord Plunkett as of the band of the "Lords Temporal." He is as yet a novitiate in their sphere, but when he thinks proper to exercise his energies, his station, as a master of elocution, will, of course, be what it was in the region from which he has ascended—that is, it will place him above all competition and rivalry. Peel looks yet very young; but increased fullness of person and gravity of countenance, mark in some measure the progress of time. I should suppose he is now about 40, for he made his maiden speech in favor of the Walcheren expedition in 1809, and he must have been 31 at that time. His appearance now is that of a smooth, self-satisfied man of 40, who has husbanded his health, and with whom the world in general has thriven. He is said to be fond of the relaxation and quiet of domestic life, and that he does not make an empty boast when he says that he has rather fled from than been the pursuer of office.

THE PREMIER OF ENGLAND.
Lord Goderick, late Sir Frederick Robinson, and the present Premier of England, is said not to exceed 44 years of age. He is a younger brother of Lord Grantham, Baron of Grantham, in the county of Lincoln. The founder of his family, was Wm. Robinson, an eminent Hamburg merchant, who was Lord Mayor of the city of York in the years 1581 and 1594. His son, Metcalf Robinson, was created a Baronet in 1660. It was the grand-father of Lord Goderick, who was first created a Peer, 1761. He was first employed in a diplomatic capacity under George Whitehall in 1723. He rose to higher stations, and was in office until 1770 when he died, and was succeeded by his eldest son, Thomas Lord Grantham. This nobleman was also a diplomatist, having been Secretary of the Embassy to the Congress of Augsburg, in 1761, and Ambassador to the Court of Madrid in 1771. In 1779 he was nominated First Lord of Trade and Plantations; in 1783, Secretary of State for Foreign Affairs; and in 1785, he concluded the preliminaries of the ever memorable Treaty of Peace with France. His lordship married 1780, Mary Jemima, daughter of Philip, the second Earl of Hardwicke, and sister and heiress presumptive of Amabel, countess de Grey, by whom he left two sons—Thomas Philip, the present Lord Grantham, and Frederick John Robinson, late Chancellor, who was raised to the Peerage by the style and title of Viscount Goderick, and succeeded Earl Bathurst as Principal Secretary of the Admiralty in the War Office; since which, upon the demise of Mr. Canning, he was appointed First Lord of the Treasury, and Prime Minister of England, having taken precedence in the Peerage of his elder brother the present Lord Grantham.

Influence of Imagination.—Dr. Parsons, a distinguished dentist of Boston, in a recent essay on the subject of extracting teeth, alludes to the effect of the imagination in stopping the tooth-ache. He says, that a lady in Boston, who is subject to this distressing complaint, has for several months been in the habit of borrowing his instruments when she felt a return of the pain, and the sight of them never fails to effect an immediate cure.

A friend suggests the following remedy for Bots in Horses:—Bleed the horse in the mouth, holding up the head at the time, that he may swallow the blood; and in fifteen minutes after the bleeding, administer a strong potion of Sage Tea. He says this simple treatment has been attended with entire success, in several instances within his knowledge.

It is stated that in a late trial at Albany objection was made to the competency of witness on the ground that he did not believe in punishment after death. It appears that the witness believed that men would be punished in this world for their sins, but not in the next. The Court held that he was a competent witness, and he was admitted!

An affair of Honor.—Two black fellows, recently at Reading, Penn. having a dispute at cards, agreed to decide it by butting, (or fighting head to head.) One of them was killed, and the other lodged in jail.

Light Punishment.—A desperate gang of counterfeiters have been detected and arrested in Kingston, Tenn. They were immediately tried, and sentenced to twenty lashes on the bare back, twelve months imprisonment, and 49 dollars fine.

Speedy Justice.—The Stonington, Conn. Telegraph mentions that a Clock Islander, got drunk in that borough on Wednesday last, knocked down a citizen, was himself taken up, fined 87 and costs, and condemned to thirty days imprisonment; and all this in two hours. There is nothing like rum to facilitate that kind of business; a man will insure to himself a jail or halter, with a bottle of rum, sooner than with any other legal means we know of.

STEAM BOAT NORTH CAROLINA.
This boat is in constant order, and will commence running to Georgetown and Charleston on the 1st of November. It will carry produce at customary rates. The subscribers will spare no exertion to expedite the transportation of produce and goods to and from either of the above places. This boat has made a trip from Charleston, with a full freight in less than five days.

We have a pine boat now on the stocks which will be launched about the first of November, calculated to carry five hundred bales of cotton, and of so light a draft of water, as to be enabled to go at all seasons. This boat in conjunction with the steam boat will ensure the certainty of up and down freights, without delay. The subscribers will receive cotton to freight on moderate terms, and make no charge for storage, if shipped by their boats. They will also receive and forward goods, on reasonable terms, having commodious stores and ware-houses, for the security of goods. Mr. Henry W. Conner, the agent in Charleston, will attend to the receiving and forwarding all goods to this or any intermediate places on the Pee Dee river, and will receive and attend to all orders respecting cotton that may be sent to his care. The subscribers pledge themselves, to use all diligence and attention in their power for the interests of those who may make consignments to them.

J. & J. H. TOWNES.
Georgetown, S. C. Sept. 24, 1827.

NOTICE.—The subscribers having recently formed a connexion for the transacting of a **WHOLESALE Grocery and Commission Business**, would respectfully solicit a share of public patronage. Having made the necessary arrangements for the better conducting of a **Commission Business**, being provided with good Ware Houses, for the storage of COTTON, a safe, substantial, and well built Boat for the transportation of all produce: that may be entrusted to their care; with a pledge that no want of attention on their part in the facilitating of all Commission Business they may be favored with, they flatter themselves with the hope of giving very general satisfaction. Their Ware-houses are now ready for the reception of country produce generally. Cotton will be received on storage, sold here, or shipped coastwise, if required. They have now on hand a very general assortment of **SHOES**, and a heavy stock of every article in their line, which is well selected; and which they flatter themselves they will be enabled to offer on as good terms as any House this side of Baltimore.

J. HORTON & HUTTON
Georgetown, S. C.

Valuable Property.
BEING determined upon removing to the Western Country, the subscriber offers for sale the whole of his valuable possessions, lying on the south side of the Yadkin river, and on both sides of Grant's Creek, adjoining lands of James I. Long, Adam Miller, and others, between 3 and 6 miles of Salisbury, Rowan county, N. C. There is, in all, 1000 acres of Land, a good portion of which is first rate land in the county. On the premises there are a good country dwelling-house, corn-cris, stables, and all necessary out-houses. A sufficient quantity of land is under cultivation, profitably to employ 14 or 15 hands: with a sufficient quantity of excellent meadow ground cleared, to answer all purposes, and a considerable quantity uncleared. The land is susceptible of being, and will be, as may suit purchasers, divided into two or more plantations. Also, will be disposed of, the subscriber's interest (the half) in the valuable MILLS, well known as Long's Mills, on Grant's Creek, between 3 and 4 miles from Salisbury: The subscriber being determined to sell, all the above property, or any part of it, will be disposed of on the most accommodating terms to the purchaser. Persons desirous of purchasing, are invited to examine the premises;—which, in my absence, will be shown by my brother, James I. Long, living near Long's Ferry;—or by my Overseer, on the premises.

RICHD. W. LONG.
Rowan county, July 3d, 1827. 70th

Latest from Philadelphia.
ONE of the subscribers (Thomas V. Canon) has just returned from Philadelphia, with all the fashions of the day; and wishes to inform the public, that while at the north, he spent principal part of his time with the most celebrated Tailors of the city, (especially Messrs. Robb & Winebrenner, and Messrs. Charles C. Watson & Sons; where he worked a portion of his time, for the purpose of gaining more information respecting the manner in which garments are cut and made up; the above-named two shops are the most celebrated in the United States. He also visited many other very celebrated shops, in Philadelphia, Fredericksburg, Richmond, and Petersburg, Virg; he also came through Baltimore and Washington City, and examined the fashions in all those places. The subscribers (Thos. V. Canon and Benjamin Fraley) can now assure the public, that they are prepared to accommodate any gentleman, in a very short time, in as fashionable and neat a style, as can be had in any of the above-mentioned places; and as to durability, they know their work will excel any. And they will do their work as reasonable as any in this section of country.

THOMAS V. CANON.
BENJAMIN FRALEY.
Concord, Sept. 1, 1827. 97

To Jailers.
PETER, a stout made, yellow complexioned fellow, 35 or 40 years old, about 5 feet 8 inches high, of rather an assuming and impudent manner; left his plantation in Kershaw District, South-Carolina, on the 7th July last. Information of him directed, Liberty Hill, Kershaw District, South-Carolina; would be thankfully received.

JOSEPH CUNNINGHAM.