

Hon. Henry Clay,

# Western Carolinian.

SALISBURY, N. C. TUESDAY, NOVEMBER 13, 1827.

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FROM THE PETERSBURG REPUBLICAN.  
**DUKE OF WELLINGTON.**

It will be perceived, on looking over the new Ministerial Arrangements of Great Britain, that the Duke of Wellington, notwithstanding he has resumed his former post of Commander-in-Chief of the Army, still does not occupy a seat in Lord Goderich's Cabinet. This, from all we have heard of the Duke, is employing him in his proper sphere, and not out of it—for while he is admitted to be a good soldier, his Grace makes but a sorry figure as a statesman. It is stated that Sir Walter Scott, while engaged in writing the *Life of Napoleon*, having requested the Duke certain information respecting the Battle of Waterloo, received a reply in these words—"Why, the French peppered us most dreadfully, but we peppered them better!" To be sure, a very concise account of a victory that decided the fate of continental Europe—but we think the language of the English Commander will scarcely appear as well on the historic page as the memorable words of the Roman General, "Veni, vidi, vici!"—or as those of the gallant American Commodore, never to be forgotten, "We have met the enemy, and they are ours!" The only parallel we can at present bring to recollection as in any respect resembling the Duke's description of the Battle of Waterloo, is to be found in the following distich written on a drum head, as the historian records, amidst the smoking ruins of Ismail, by the Russian Szwarrow, of bloody memory, and sent by express to his mistress, the Empress Catherine.

"Glory to God—glory to me,  
The Turkish City is taken by me."

**LORD CHATHAM.**

We copy the following interesting notice of this great Orator, from the Review of a new Life of him by the Rev. Francis Thackeray, in the London Magazine for July last.

The first speech made in the House of commons in 1733, fixed his reputation as an orator, and proved without the hesitation of a moment, that power was there. Sir Robert Walpole, then at the head of affairs, confessed alarm. "We must, at all events," says he, "muzzle that terrible corner of horse." It was not the Speaker's matter, but that which all observers well know forms nine-tenths of the orator's influence—*manner*. It was the lightning of his eye; the harmonious modulation of his voice, the grace of his action, the earnestness of his air, the self-possession with which he delivered his sentiments, which struck his audience. Mr. Burke, whose speeches were full of wisdom, whose language was choice and elegant, whose figures were beautiful and lively, whose information was as inexhaustible as his intelligence—he scarcely took his audience with him; whereas, in the instance of Lord Chatham, whose sagacity, though great, was seldom supported by reasoning, an assertion from him fell upon the house with the weight and solemnity of an oracle. Most speakers can reason tolerably, and many can dress their opinions in elegant language; but the number of those who are inspired by their subject, and speak the conviction of the heart, are very few indeed. And when an instance occurs of energy which is moulded by grace—of intensity of passion, guided by wisdom and moderated by benevolence—we must not be surprised that it should inflame our sympathy, and hurry our feeling along with its irresistible theme. It is the nature of man to like better to feel than to think; with such an orator as Lord Chatham, the passions are roused as in a tragedy; with such a speaker as Burke, the taste is gratified, and the reason is satisfied, but the auditor is called upon for an effort which is painful.

Of Lord Chatham's qualifications for an orator, all writers have spoken, but there is one passage in Mr. Butler's Reminiscences, that we must transcribe; it relates to his voice. "His voice was full and clear; his lowest whisper was distinctly heard; his middle tones were sweet, rich and beautifully varied; when he elevated his voice to its highest pitch, the house was completely filled with the volume of the sound. The effect was awful, except when he wished to cheer or animate. If then he had said stirring notes, which were perfectly irresistible. He frequently rose, on a sudden, from a very low to a high key, but it seemed to be without effort."

**CARLTON, No. V.**

The town of Newbern has been proposed as a starting point for a railroad directly to the city of Raleigh. Valid reasons are to be shown for such a measure. A wise people will proceed to act upon a plan, only when it is shown satisfactorily

that the public welfare will be the consequence.

Newbern is among such of our towns as are best situated for commerce by sea. It is centrally placed in our lower country between the northern and southern limits of that part of our state. Its opportunities at the present time are to be very differently estimated from what they once were, connected as it now is by the Harlow Canal with Beaufort, the best seaport of the State. Were Ocracoke the only outlet of commerce from Newbern, little could be hoped from it. From the reports of Fulton our late engineer, the depth of water for vessels passing through the inlet up to Newbern is at the utmost but eight or nine feet. The Inlet itself, on account of the shoals in front of it, is not favourable for entrance from the sea. Though Ocracoke will probably be all ways used by coasting vessels, were this our only prospect we should have little reason to hope that Washington, Edenton, Plymouth, Newbern, and other towns around Albemarle or Pamlico sounds could ever become of much consequence in a foreign trade. It is the prospect from Newbern to Beaufort, that attracts and fixes the choice upon the former of these places, as the point from which it is expedient to commence a Railroad directly for the capital, and then to proceed westward through the middle of the State, till it reaches the mountains.

It might well appear remarkable that North Carolina should have always considered her condition so desperate as she has never deemed it, while such a harbor as Beaufort was upon her coast. Let us advert to the words of the engineer, and would that they might forever return upon our ear with their resonating sounds. In regard to the Harlow Canal he says, "I am of opinion that the benefits resulting from the opening of so important a communication with one of the best inlets on the coast, will much more than compensate for the amount of the estimate. A very great Bermuda and Northern trade is carried on at Newbern, which must," without the Canal, "pass through the Ocracoke Inlet. Vessels drawing a moderate quantity of water can take in only a partial loading, until they get over the Swashes; they then complete their cargo from lighters. The passage for lighters from Newbern to the Swashes is long and sometimes dangerous; the anchorage for the shipping is by no means a safe one. The Clubfoot Creek empties itself into the Neuse before that river is of sufficient extent to cause any risk from the conveyance by lighters. The water in the Bar and in the harbor of Beaufort is of a sufficient depth to allow of vessels from 200 to 300 tons entering. The anchorage is safe by being well and locked."

It is the last statement which deserves our most attentive consideration. "The harbor and the depth of water at Beaufort, giving entrance and room to vessels as high in freight as 500 tons, together with the Harlow Canal, throw open prospects of indefinite prosperity to the State by its commercial opportunities. The subject is worthy of attaching upon it our faithful examination in all its diversity of reference, and its future consequences. The channel and harbour at Beaufort are not liable to change by the fluctuations common upon other parts of our coast. Wimbles' map exhibits it as a ship channel in 1733, and Lawson states its depth of water suit in 1718 precisely the same as it is at the present day." The merchant vessels and regular Packets which sail between New York and Liverpool, or any other port in Europe, are many of them between 250 and 350 tons in burden. Vessels of 250 or 300 tons are well fitted for carrying on trade to any port on the other side of the Atlantic, or the West Indies, or South America. If we look at our map of the Seacoast at Beaufort, and connect with its directions the circumstance that a vessel south of Cape Lookout comes at once from an open sea into harbour, without long and winding channels to consult, we shall find that few harbors along the whole extent of our coast are better for entrance. And wind between the South East and South West points carries a vessel directly into Beaufort. A wind between the North East and North West, sends one immediately out to sea, an object always desirable to mariners next to going into port. These are circumstances which constitute the very best privileges of a good harbour, for such vessels as its depth of water is fitted to receive. Nor ought we wholly to forget that though in time of peace it adds to the value of a harbor to have a deep and easy entrance; when war occurs, the seaport town within, if it be not strongly and expensively fortified, invites upon it all the power and fury of the enemy. Beaufort has all the advantages of im-

\* See "Report of Public Improvement," for 1820, p. 11, 14. Also for 1821, p. iv, & v.

mediately fronting on the sea. In consequence of this its healthiness is unquestionable, and this accords with its past history and the constant experience of its inhabitants. It is better situated on this account than Norfolk, and as it cannot be surpassed in this respect by Charleston or any place to the south, its altitude must give it greatly the superiority in a comparison with any port in that direction.

Let the expense of transportation from the whole back country, be reduced by means of a Railway to little or nothing, and as a commercial city it must advance with instant and rapid progress to prosperity and a numerous population. Many of us perhaps are but little aware of the effects of trade when its facilities are once created. At the site of the present town of Rochester on the western Canal of N. York, there were in 1813, three houses only. That place is now swelled to the dimensions of ten thousand inhabitants.

It is precisely two hundred and seventy miles west of Albany, and from the latter place to New York is a hundred and forty five miles more; yet it is in this city that Rochester and the country around it, through the distance of 415 miles, find a market for their grain, and the productions of their industry. It is from the same town of Rochester and still more distant places that flour is brought to this very Newbern of ours, and sold at five and a half to six dollars a barrel. And can it, must it, will it be, that we, the inhabitants of North Carolina, shall think the payment of one dollar and eighty five cents from each taxable poll in five years, by annual instalment of 37 cents a year, is too great a sum when this is all that is necessary for effecting so great a change, for making this now solitary wilderness to blossom as the rose? Surely such cannot be our feelings. We shall not consent to continue under such depressing disadvantages, if we really can disengage ourselves from their fatal effects with so much ease and certainty.

Does it not appear then, that this is the place on which North Carolina may with the soundest policy, and the most comprehensive wisdom, direct her eye as offering most indubitable and animating prospects of national relief! If we are convinced that at this place is a valuable harbor for her commerce on the ocean, it may become no less a haven of refuge from that sea of uncertainty and despondency, on which she has been tossed. May we not indulge the pleasing thought, without the charge of extravagance, that in her town of Beaufort she does possess a gem, which as it shall be her diligence and care to have it polished and encased, will shine with increasing lustre upon the brow of her beauty.

It is an easy matter by widening the Harlow Canal a few feet, and deepening it two or three, to throw it open to the free passage of Steamboats, and then the whole commerce of the Albemarle and Pamlico waters, would by the easiest, promptest, and safest navigation possible, be concentrated at Beaufort. If it be apprehended by any, that the waters of these sounds are too dangerous for the steamboat, though it can scarcely be that any will think so, let it be remembered that the Chesapeake presents fully as great exposure, and yet this is continually traversed by boats of this description. Nor less difficult is a passage up and down the Mississippi, yet this may be said to swarm with them. Nor let it be imagined that steamboats may not pass along a Canal. Into common Canals they must not be admitted, on account of the contracted limits of such canals for boats drawn by one or two horses. But there are Canals upon which steamboats work continually and it is unnecessary to refer to any other than the Caledonian Canal, through which such boats run regularly, making a circuitous route, partly by sea and partly by the Canal, between Edinburgh and Glasgow. The two feet by which the Clubfoot creek is higher than the Harlow at the time of low water in the latter, make it now necessary to have a lock to prevent too strong a current. In a Canal for a steamboat, such a current would be of little or no consequence, and the lock unnecessary. Were as much more excavation done as to open a steamboat passage to Beaufort, it is probable an end would be put forever to all lightering at the Swashes. A steamboat could then pass from Edenton to Beaufort in twenty-four hours, and from Newbern to Beaufort in four. It is suggested to all commercial towns upon the Albemarle and Pamlico waters, whether it would be well for them to unite among themselves without delay, thus to annihilate their distance from Beaufort. An enterprising population so extensive as this, could soon burst away the barrier to steamboats at the Harlow Canal, and a year's enjoy-

See "Reports of Public Improvement" for 1820, p. 2.

ment of the commercial opportunities thus secured, would probably return into their bosom ample remuneration, for any instant sacrifice necessary to accomplish it. Were this done, of what use would it be to expend the eighty thousand dollars reported by Mr. Fulton to be requisite for clearing out the Old Swash, or the thirty thousand for Teache's channel?

After the exposition now given, the reason will probably be conspicuous for directing our choice upon Newbern as the commencing part of a Railway intended for the accommodation of the people to the western extremities of the State. On the arrival of the wagons at that place, their loads may be discharged for storage, or sale, or for transmission afterwards to Beaufort down the river by the Harlow Canal, at the discretion of the owner. It were easy even to provide for placing the wagons with their loading on board of the boat, to avoid any detention or expense of storage short of Beaufort, should this be as object with the proprietor of the goods.

After the views which have been presented, let us pause and reflect upon the vast interests they involve. That the people of N. Carolina are laboring under a privation of opportunities for market, and that this is keeping them depressed and embarrassed, is a self evident truth. Is there no remedy for this evil? We have a harbor eminently favorable for health, with a good entrance from the sea for ships of 300 tons. Beaufort has always been neglected as a seaport, because there were no means of getting at it from the interior parts of the country, either by land or water, without a cost upon transportation forbidding all possibility of profit. Farmers therefore have been compelled to submit to the pitiful prices and the slow and uncertain payments of their own neighborhoods, except when necessity drove them through all obstructions to some distant market for indispensable articles and a little cash. It is proved by actual experience now daily going on, that were a Railway prepared from Newbern to the mountains through the middle of the State, a barrel of flour could be conveyed upon it 250 miles for less than thirty cents. In stating these numbers the writer speaks warily. He is fully assured that this small price does not exceed that which will be realized upon trial, can be proved by facts in other places, and can be even shown satisfactorily to every one who will examine for himself such a statement as will be made in our next number. A toll being supposed of 20 cents a barrel for the same distance, and it could not be more than 10, probably not 5, the barrel of flour which would sell for five dollars, 250 miles from Beaufort, could be sold with equal profit for five dollars and a half at the seaport, and for less than five and a half, at any place short of it. The same thing is equally demonstrable of cotton, iron, flaxseed or any other article. Such a Railroad can be made, provided every citizen will agree that each taxable poll shall pay 37 cents a year for the purpose. Every man will admit that no sooner would such a Railroad be prepared for action, than merchants and capitalists would flock to Beaufort or Newbern to seize the profits of their business upon our cotton, flour, iron, tar, pitch, and turpentine, staves, spars, bacon, lard, butter, tobacco, and upon the return trade wholesale or retail in salt, sugar, tea, coffee, fish and all sorts of dry goods for farmers and merchants through the country. That which was a maxim among the Jews of old, and which is applied in the scriptures, would hold here also, "Wherever the carcass is, there will the eagles be gathered together." Wherever planters, manufacturers, and merchants can meet upon terms favorable to their mutual interest, there each will find the other prepared and eager for commercial transaction.

The way then is clearly open before us. No sooner shall we resolve on the means, than we shall begin to see the end hastening into execution. The consequences to result in changing the face of our country, and in meliorating the condition of the people, are absolutely incalculable, while they are absolutely sure. Such causes have operated heretofore to the relief and prosperity of others, and whenever they are renewed, they will with all the certainty of the immutable laws of nature, operate again. The work of a single year, after the commencement of such a Railway at Newbern, will, by the practical and convincing evidence of its immediate utility, dissipate all our doubts and apprehensions, and we shall go on happily and with an irresistible ardor to its completion.

CARLTON.  
Sept. 22.

See "Report of Public Improvement" for the year 1820, p. 23. The "Old Swash, and Teache's Channel" are too sandy shoals of 7 or 8 feet in depth, over one or the other of which all vessels must pass, that would go out to sea or come in through Ocracoke inlet.

**Spanish Hides.**  
800 H **HEAVY** Spanish Hides, for sale, by **ANGUS TAYLOR.**  
Pauflerville, Feb. 25, 1827. 190

**To the Public.**  
THE subscriber is now receiving a large and general assortment of  
**Dry Goods, Cutlery, and Hardware,**  
of all descriptions, from New York and Philadelphia, where they were selected by himself, with care, and bought for cash, and which are offered on the most reasonable terms. As he has two Stores, he will sell for cash at the lowest prices—otherwise, on time. Country Produce bought, at the highest market prices. Arrangements are made to receive Goods monthly, from the above named places; which will keep up a good supply of Fresh Goods. Call at his Store in Salisbury, and examine for yourselves.  
**JOHN MURPHY.**  
N. B. Sugar, Coffee, Salt, Iron, Molasses, Rum, Wines, French Brandy, &c. &c.  
Oct. 24, 1827. 1398

**MANSION HOTEL,**  
SALISBURY, N. CAROLINA.  
By **EZRA ALLEMONG.**

THIS elegant establishment, situated at the north corner of the Court-House, has been recently repaired and fitted up in a new and superior style, for the reception of Company. The greatest pains have been taken to procure for this establishment new furniture of every description, necessary for the comfort of Travellers; the most approved servants have been selected with great care; the bar stocked with choice liquors, and the stables attended by obliging and attentive hostlers. The convenience of this situation is equal to any in the place. The house contains a number of private rooms, and out-houses, well calculated for the accommodation of Travellers and Boarders. Attached to which, there is a Dry Goods and Book Store.  
To those who may please to call on him, he assures them, that no pains will be spared to render their stay comfortable and pleasing.  
**EZRA ALLEMONG.**  
Salisbury, N. C. Sept. 17, 1827. 61

**Eben. Dickson,**  
Gentlemen and Ladies' Fancy Boot and Shoe Maker,

RETURNS thanks to the gentlemen and ladies of Salisbury and vicinity, for the liberal encouragement he has met with since he has been in business; and hopes that his uncommon attention to business hereafter, and a desire to please, will entitle him to a continuance of the same.  
He has now on hand, just received from the North, a general assortment of *Materials*, which will enable him to execute every description of work in his line, in the most fashionable, durable and elegant style.  
Orders for work from a distance, will not be attended to, unless accompanied by the cash, or its equivalent. No Northern made work will be repaired, except ladies' shoes, at the footing of boots.  
Salisbury, Oct. 29, 1827. 86

**For Sale,**  
A HOUSE and LOT, situated on the corner of the public square, in Rutherfordton, fronting the court-house. The lot contains about the fourth of an acre; the house is two stories high, 36 feet by 24; the lower corner room has been occupied as a Store and Grocery, and from its central situation, would afford a good stand for either a merchant or mechanic. The terms will be made easy, as the subscriber wishes to leave the country. Apply on the premises, to **MATIA COULTER.**  
October 2d, 1827. 7169

**Taken Up and Committed**  
TO jail in Morganton, N. C. on the 9th Oct. 1827, a negro man named *Branson*, 46 years old, 5 feet 4 or 5 inches high yellow complexion, says he belongs to Daniel Allen, Green county, Tennessee. The owner is desired to come forward, prove property, pay charges, and take him away.  
**JOHN MCGUIRE, Jailor.**

**BOOK BINDING.**

THE subscriber respectfully informs the citizens of Salisbury, and the surrounding country, that he has established a *Book Bindery* in said town, on Main Street, a few doors south of the Court-House; where he will be thankful to receive any kind of work in his line of business. From a number of years experience, in Europe and America, he feels confident of being able to give entire satisfaction to all those who may favor him with any description of *Binding*.  
Blank Books made to order, after any pattern furnished, on short notice, and at prices which no one can complain of.  
Old Books Rebound, either plain or ornamental, on the most moderate terms. All orders from a distance, faithfully attended to. The patronage of the public is respectfully solicited, by their obedient servant,  
**JOHN H. DE CARTERET.**  
Salisbury, April 28th, 1827. 60

**To Jailors.**

**PETER**, a stout made, yellow complected fellow, 35 or 40 years old, about 5 feet 8 inches high, of rather an assuming and impudent manner; left my 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, Jun.**

State of North Carolina, Burke county:  
**SUPERIOR** Court of Law, September term, 1827. *Lidia Beach vs. Elijah Beach*; divorce. On motion, it was ordered, that advertisement be made for three months in the Raleigh Register and Western Carolinian that *Elijah Beach* appear at the next Superior Court of Law to be held for *Burke* county, at the court-house in Morganton, on the 4th Monday of March next, then and there plead, answer or demur, or the petition will be heard ex parte.  
Test: WM. W. ERWIN, Clerk.  
Filed July 22. 1827.