

# Rail-Way.

FOR THE WESTERN ADVERTISER.  
MAY 6, 1831.

I send you the annual report on the Liverpool and Manchester Railway. It is a very interesting document, and should attract the attention of your readers from the greatest to the smallest. The superior advantages of railways over all other methods of intercommunication can no longer be doubted. It is now fully demonstrated by experience.

The enclosed report shows what is doing in England: The bold and successful enterprise going on in Baltimore, and the equally rapid progress of the rail-road from Charleston to Hamburg, show what is doing in America. We see work of internal improvement going on every where except in North Carolina. Why this lethargy in North Carolina? Why here, since it is now well understood that the railway system is the one which carries North Carolina forward in the great race of improvements progressing in the world? Forbid it patriotism! Rather let us take spirit from the example of others, and we cannot outstrip, at least, do what we can to improve the condition of our State.

## LIVERPOOL AND MANCHESTER RAILWAY—ANNUAL REPORT.

Liverpool, 28th March, 1831.  
The Directors in laying before the Proprietors a statement of their proceedings on the present occasion, are fully sensible of the new and responsible situation in which they stand. Hitherto they have appeared as the advisers of a public measure, and as the conductors of the various operations requiring carrying that measure into effect. At the present moment, however, they are to acknowledge a more serious responsibility, as being amongst the original promoters of an undertaking of immense magnitude, which through the progress of its progress they have concluded would be of signal benefit to the towns of Liverpool and Manchester, at the same time that it would afford a safe and lucrative investment to the Proprietors. The Railway has now been in partial operation for six months; and they will proceed to show, that the experience of these six months has justified the favourable sentiments they have, from the first, obtained.

The railway was partially opened to the public for the conveyance of passengers, on the 6th of September last; and in this department of their business, the company have not been required to wait for that gradual and tardy transition, which usually takes place, when long established modes and customs have to be superseded by the introduction of new schemes, and an untried system. Within fourteen days from the opening of the way, the number of passengers conveyed between the two towns was about 800 per day; and before the end of October the number of passengers amounted to 1200 per day; while the whole existing establishment of Stage Coaches and Mails, on the Turnpike-road, prior to the opening of the Railway, would not accommodate more than seven hundred persons per day. This sudden and extraordinary influx of Passengers, claiming to be conveyed between the two Towns, must be ascribed to the unexampled ease, rapidity, and cheapness, with which the journey was effected. Two hours was then the usual time allowed, and since the late arrangement, by which the First Class Trains have been relieved from the frequent stoppages to take up and sit down passengers on the road, the journey of thirty miles, by these Carriages, is generally performed under an hour and a half; and thus, in a few months, has been effected a new and extensive system of intercommunication, highly important to the interests of a mercantile community, and so extraordinary and complete in its character as to form an era in the progress of Internal Improvements and a striking epoch in the advance of mechanical science. For this gratifying result the company are of course indebted to the high talents and persevering energy of their Engineer, Mr. Stephenson, who has executed the work with a precision and effect truly wonderful. The Company are also under great obligations to their Treasurer, Mr. Booth, for the plan of the Rail, which has given the Locomotive Engine such additional power.

But the quick speed of Railway travelling, which constitutes its recommendation to the Public, brought on the Directors an increased anxiety, and the necessity for unceasing exertions, in order that the strength and general structure of their Engines and Coaches might as soon as possible be made capable of resisting the strain to which, from their unexampled speed, they were subjected. In their efforts to provide Carriages both commodious and strong, in every way suitable to the object and satisfactory to the Public, the Directors believe that they have succeeded. Upwards of 130,000 passengers have been booked at the Company's Offices, besides many thousand persons taken up at intermediate stopping places; and they have reason to believe, that the conviction is now

general, that Travelling by the Railway is the safest as well as cheapest and most expeditious mode of public conveyance ever presented. It is true, that since the opening of the Railway four fatal accidents have occurred to workmen employed by the company, owing to neglect or carelessness; but the Directors have the satisfaction to state, that only two accidents occurred to passengers, one a trifling contusion, the other attended with the loss of a limb, resulting from the party having imprudently, and against remonstrance to the contrary, jumped off while the Trains were in rapid motion.

In the Merchandise Department, the increase of traffic, though more gradual, has been very satisfactory. In December last, the weight of goods passed along the line between Liverpool and Manchester was 1432 tons; in January 3848 tons; in February 4818 tons; and in the present month, up to the 26th, 5104 tons. The Directors are preparing a cattle station, Broad Green, and are building carriages calculated for the conveyance of live stock. This branch of their business the Directors have always considered would afford great accommodation to the public as well as profit to the Company; and they hope speedily to bring this department into active operation.

Of Coals, only a few thousand tons have as yet been brought by the Railway; the pressing demands made on the Company for the conveyance of merchandise and passengers, having required the whole of the engine power which the Directors have, on the onset, been able to command; they look forward, nevertheless, to this branch of traffic constituting an important item in the revenue of the concern.

But while the business of the Railway in its various departments, has been thus satisfactorily established, it must not be disguised that the expenses of the company, in some items, have exceeded the previous estimates furnished to the Directors. This has especially been the case in respect of the Locomotive Engines; the wear and tear of which, owing to the rapidity of their motion, and to machinery, in the first instance, being found much too weak, (a defect which experience only could discover,) has exceeded all former calculation. The Directors, at the same time, see no reason to regret the exertions they have made to establish a system of travelling as perfect as possible; being persuaded that the great increase in travelling, which may be ascribed to the completeness of the system, will soon overbalance, even in a pecuniary point of view, the extra cost of wear and tear in engines and carriages.

The Directors take the present opportunity of replying to an observation which has been circulated with much industry, namely, that the railway was not adapted for the conveyance of heavy or bulky goods. The exact contrary is the fact. In the last three months the capability of the Railway for the transit of merchandise, on a large scale, has been brought to the most effectual of all tests, the tests of experience; and the result is complete and satisfactory. On the 23rd of February, an experiment was made with a new and powerful locomotive engine the *Sonson*, constructed by Messrs. Robert Stephenson & Co.—Her load was 807 tons of merchandise, in 30 wagons, the gross weight conveying (besides the engine and tender) being about 150 tons. She was assisted by the inclined plane by three other engines; and without further aid proceeded to Manchester, where she arrived with her train in 2 hours 35 minutes from the time of starting. Indeed, the vast capability of railways for the transit of merchandise appears to be very imperfectly understood. It may be easily demonstrated that the passage along the line of 4000 tons of goods per day, being about three times the quantity that now passes by all the existing conveyances, would occupy any one portion of the line above fifteen minutes in the day, or a fraction of time amounting to 2 95th part of the twenty-fourth hours. Nor will this be surprising to those who have observed and considered the quiet almost deserted appearance of nearly the whole line of Railway, even on the busiest days.

Hence the capability of the present undertaking to discharge any imaginable increase of the trade between the two towns; and hence how unnecessary a rival road, founded on the alleged incapability of the present Railway! The Directors are prepared to carry three thousand passengers per day, being three times the number now passing; and in a short time will be able to convey all the goods which can be offered to them. It is admitted that the *Sampson* is of more than the usual size, and though it may be found expedient for the accommodation of the diversified traffic on the Railway to use smaller Engines, with fewer wagons attached to them, this is matter of arrangement, and will depend on the varying circumstances of the case, the experiment, nevertheless is complete in itself, and exhibits a practical answer to the confident, but ignorant, assertion, that Railways are not calculated for the conveyance of heavy goods. To the

mercantile public, the result will be every way satisfactory, they had been led to expect an important reduction in the cost of conveyance, both of goods and passengers, and this has already been effected; the cost of conveyance for cotton, the staple commodity of the two towns, has been reduced 33 per cent.—namely from 15s to 10s per ton; and the charge for passengers, in a still greater ratio, namely, from 10s to 5s each.

Since the last Annual Meeting, the Kenyon Junction Railway has been completed, by which a cheap and direct communication is effected, through to Bolton, and thence, by water carriage to Bury and the surrounding country. Already about 40 tons of Goods are conveyed daily between Bolton and Liverpool, in addition to the traffic between Liverpool and Manchester, and there is no doubt of this Branch Railway bringing a valuable accession of toll, both in goods and passengers, to the Liverpool and Manchester Line. The Warrington and Newburn Railway, the Wigan Railway, and the St. Helen's Branch, are all in the course of execution, thereby opening an advantageous communication with the coal fields in the vicinity of the two latter lines, and together with the Kenyon and Bolton Railways, intersecting in three different directions the great coal fields in this part of the country; also affording a cheap and convenient access to the Manufacturing Districts of Hindley, West Houghton, Croxson, Tildale, and Leigh.

Before leaving this branch of the subject, the Directors will advert to the system of the management on which it has hitherto been deemed expedient to conduct the business of the Company.

It was the wish of the Directors, in the summer of last year, to make such an arrangement with one of the Carrying Companies on the Old River Navigation as would have induced it to transfer a part at least of its Carrying Establishment to the Railway; after repeated interviews and discussions, the Company alluded to demanded, as their share of the charge to the public, in order to defray the expenses of their Establishment at Liverpool and Manchester, 9s. out of every 15s. per Ton, while for the remaining 6s. the Railway Company were to grant the use of the Railway, to provide Locomotive Engines, Moving Power for the Tunnel, Inclined Plane, Wagons for the Goods, Guards on the Road, and every other contingent expense. Such an extravagant demand, from a Company having experience in the Carrying business, and one whose direct and evident policy it was to establish itself on the Railway, afforded little encouragement to rely on the co-operation of any of the existing Concerns. The Directors, therefore, saw the necessity of being themselves (in the first instance, at least) Carriers, as well as Receivers of Toll, on the Railway. They accordingly provided a Carrying Establishment, on a limited scale, at each end of the Line; by means of which they have brought the Railway into immediate useful and profitable operation. In the Travelling Department the necessity was still more apparent, for the Company to establish their own vehicles, subject to their own arrangements. And while their success, in the Conveyance both of Merchandise and Passengers has fully justified the principle and plans which they have adopted (the Directors trust, with no less advantage to the Public than to the Company,) it does not prevent any arrangement being made, either with independent Carriers or with Coach Proprietors, should the accommodation of the Public or the interests of the Concern require the adoption of such a course of proceeding.

It may be expected that after a winter of more than ordinary severity, both from snow and frost, some notice should be taken of the interruptions to the traffic on the Railway, which, to a certain extent, must unavoidably have been occasioned. The statement will be very satisfactory; on no one day were the Trains of Goods prevented passing between the two Towns—on no one day was the number of Trains performed by the Coach Trains diminished—some delay, in point of time, was certainly experienced, but the extent of the evil amounted to this,—that on two or three occasions the Railway Coaches were as long on the Road as the Stage Coaches were accustomed to be, in their ordinary course of Travelling.

By an inspection of the balance sheet of the Company's Accounts, up to the 31st of December last the Proprietors will perceive the amount of profit derived from the working of the Railway, from the 16th of September to the date; and the Directors have great satisfaction in being enabled to recommend to the Proprietors a Dividend of 12s. per Share, chargeable on the net profits of the Concern, to the end of the last year. It is gratifying to the Directors to be able to announce so prompt a return on the Capital subscribed, and they have full confidence in regarding this first Dividend as an earnest of that permanent and substantial prosperity, which it will be the duty and the pleasure of successive Directors, at future Annual Meetings, to record.

Before concluding their Report, the Directors cannot refrain from expressing

to the Proprietors their acknowledgments, for the uniform confidence which they have experienced at their hands. In the Expenditure of so large a Capital, and in the exercise of the discretionary power with which they have been invested, they have had occasion for all that candour and liberal consideration which the Proprietors have uniformly shown. The undertaking intrusted to their charge is now fairly launched into operation, and the Proprietors, under whose sanction the work has been carried on, will have the satisfaction of reflecting that the result has been, not more advantageous to themselves as individuals, than beneficial to the country at large.

CHARLES LAWRENCE, Chairman.

## FOREIGN.

### HIGHLY IMPORTANT FROM EUROPE.

DEFEAT OF THE RUSSIANS WITH THE LOSS OF MANY THOUSAND MEN.—DIEBITSCH SAID TO BE TAKEN PRISONER.—BRITISH PARLIAMENT PROROGUED BY THE KING IN PERSON.

By the *Napoleon*, Capt. Smith, from Liverpool on the 25th April, the Editors of the *Courier & Enquirer* have received London dates of the 24th and Liverpool of the 25th, both inclusive. The news by this arrival is of the highest importance.

It will be perceived that on the question of Reform in England, there was a majority of eight against the Ministers—in consequence of which they tendered their resignations, which the King refused to accept, and in person prorogued Parliament on the 22d, to Tuesday the 10th of May, with a view of its being immediately DISSOLVED. The excitement in the House of Lords was unprecedented.

We consider this the most important event which has occurred in England for centuries. The people with one voice called aloud for reform, and their representatives, alarmed at the state of the country, and convinced of the justice of their claims, decided, by a majority of one, to comply with their wishes. By the mere force of corruption, a change was produced in the Commons; and, to their surprise, Ministers found themselves in a minority of eight. In this crisis they tendered their resignations, and, to the honor of the King be it said, he refused to accept of them! He saw the country on the verge of revolution; he saw the people rising in their might against an unfeeling aristocracy, and a corrupt boroughmonger system; he felt the justice of their claims, and witnessed the oppressions under which they labored. In this extremity he had the rare honor of deciding in favor of the oppressed against the oppressors—of the People against the Tory Aristocracy—and nobly determined upon a dissolution of Parliament. This resolution was taken at 12 o'clock, and at 3 P.M. he delivered to the Lords and Commons a speech which does honor to his head and his heart—a speech which will save England from revolution, anarchy and bloodshed, and endear him to the honest patriots of all parties. In one word, he has saved his country; and long may he live to witness the happiness which this noble act will confer upon twenty one millions of inhabitants.

The Poles have again been successful, and achieved a succession of splendid victories. In one of which, the 7th, the loss of the Russians is estimated at 25,000 in killed and prisoners; and Gen. Diebitsh said to be among the latter. It now appears that the Russians loss in the battle of the 21st March, was 12,000!

The Russians who have not fallen or been taken prisoners, are in full retreat in different directions. The probability is that but few will escape. We have no official information of the loss of the Russians in the battles of the 4th, 7th and 9th. The official account of the action of the 9th, states the prisoners at between 3000 and 4000, and we may safely estimate their loss in killed, wounded and prisoners, in these three engagements, at 30,000!—The Paris papers estimate the entire loss of Diebitsh, since his entrance into Russia, at 60,000. We do not credit the rumor of his having been taken prisoner up to the date of our accounts but we feel a misfortune if he remains with his army. Their fate is sealed; and may such forever be the fate of those, who seek to exterminate a gallant people struggling for liberty!

### SWITZERLAND.

It was reported that the Emperor of Russia had declared to the Swiss Cantons, that if they did not disarm immediately, he would regard their conduct as a violation of the general neutrality; and that the Austrian troops, upon withdrawing from Italy, had been ordered into Austrian Poland. A Congress upon the affairs of Europe was talked of, to take place at Trouppan, in Silesia; but many places have been mentioned as likely to be the scene of some notable conferences. There is no further news from Poland.



Salisbury  
JUNE 6, 1831.

Errata.—In the first article under our editorial head in our last paper, where the words "Imports and exports," are placed in juxtaposition, read "imports and exports."

### NOTICE.

We have been requested to say that there will be a meeting of the citizens of the place on Tuesday morning next at 10 o'clock, A.M. for the purpose of adopting measures for the celebration of the approaching anniversary of our independence.

This number will complete the 11th volume of this paper since its first establishment and the first volume since we have owned the concern. In announcing this fact to our patrons we would very respectfully remind them that we are in arrears to us that we stand in need of what is due us. Although the amount each individual owes is small yet it will, when the whole is added up, make a considerable sum of money. We must have money to defray the expenses of the office. The richest man in the community would be drained if he constantly disbursed and collected none. The paper maker must be paid.—The workmen must be paid.—The merchant must be paid, and every individual with whom we deal must be paid. But this can not be done without the Editor of the paper is paid. We hope therefore that all who are indebted to us will comply punctually with this request. Those indebted to us for advertising are requested to settle their accounts as early as possible.

With the present number terminates my charge over the editorial department of this paper. In its relinquishment I cannot forbear to return my acknowledgments to the friends of this paper for their generous and liberal support when the battle cry was raised against it, when the most powerful organ which its enemies were capable of producing was made to compass its destruction. But what was intended to invade, and if possible destroy, in the end had a tendency to strengthen and confirm the patronage of this Journal. This has been the untold result of all causeless clamor and malicious persecution. My best efforts have been exerted in the cause of the Republic, and the principle which I have advocated I honestly believed to be those of the constitution.

It is peculiarly gratifying to me to reflect that, notwithstanding every exertion was made to discredit the political opinions which I held and inculcated, they were nevertheless retained as orthodox and sound, and the morbid and insane doctrines of the adversaries of free government flouted as heterodox and destructive of the liberty of the citizen. This speaks volumes for the liberality and independence of the patrons of this paper.—It cannot fail to lend confidence into the individual who will take the entire control over its conduct. It cannot fail to inspire him with determination to discharge his duty to his country with unflinching and fearless intrepidity. He may well say, with such firm adherents, I can speak the constitutions of my own mind without dread of proscription from my supporters. If I cling to the constitution and republicanism I may defy the malice of my political enemies. I stand on a firm rock when I repose upon the liberality and independence of my patrons. He may hold this language with perfect impunity and he may act up to its spirit without mortification or inconvenience.

I cannot close this brief letter of thanks without exhorting those for whom it is specially intended to hold on steadily to the Republic with faith, and to lend their most zealous efforts to re-locate the man to the first office in the gift of the nation who can alone, in the present crisis of our affairs, sustain it pure and unadorned. It is unfortunate for the country and unpropitious to the unanimity of the Republican party that its harmony should have been disturbed by the dissensions of the two first officers of our government. But the momentary inconvenience which this concurrence produced, and prudence, if they have not already retired, will soon dissipate, and we shall once more sit together quietly and harmoniously.

W. JEFFERSON JONES  
Salisbury, June 6th 1831.

It will be seen by the above that Mr. Jones' connection with the management and ownership of this press ceases with the present number of this paper. In assuming the sole management of this press, I will briefly mention some of the leading articles of my political faith. This paper will, in future, be conducted solely by myself. Although a change has taken place as is stated, it yet preserves the same *locus tenens* in its politics. It will be my aim to render it a useful and instructive public Journal. The policies which have hitherto been advocated in its columns will still receive my steady and unwavering support. I cannot think that this United Government was ever intended by its framers to be consolidated for the purposes of Legislation. Could I be brought to sanction this opinion which the National Republican party maintain, I should not be surprised.