teniber 22

What are the terms in which one of these richer men will explain himself when be would decry a Central Railmad? "There Little can be done by himself or his horses thich must be supported, or by his wagwhich he is abliged to keep. At such a time he can load with flour, or other articles, put in four or five horses, and go off to Petersburg, Newbern, Fayetteville, Charleston, or elsewhere, and dispose of his productions on the best terms of those rkets. In this manner he can do well enough without Railroads or Canals. He is a poor man. He drives his own wagpretensions to be a gentle gon, and has n man. If rich people want better roads, let them make them for themselves. For his part he has no notion of being taxed. or that his neighbours who are poor as him self, shall be taxed, to gratify the rich and

answer their purposes. In this speecn, which is not new in the ears of the people, is embodied as copious a collection of error as could well be condensed within so small a compass. In the first place it is not true that there are seasons when it can make no difference to the farmer, whether himself, his horses, and his waggon are working at home or abroad. The farmer who cannot find work upon his plantation all the year round, and who really thicks that he can as well do without all the labour here implied upon his facm, as he can with it, only shows that he does not understand his business. s useless to argue upon such a subject .-The assertion here made about the sameness of result to the faithful and systematick and industrious farmer, is contradictory to common sense. Need we to review the work buth in quantity and kind to evince this ? Grounds are to be broken up, fences provided or repaired, new lands opened, the timber hauled away, manure collected from every quarter that the old grounds may produce twice or thrice as much, meanows improved, the implements of husbandry renewed and made ready, lands put in the best condition for the ensuing crops, the people superintended so that time and work, may not be wasted, beside other nameless and numberless ope rations for which a good and efficient far mer will not fail to provide, if he can find time. In vain will that man pretend to be an effectual agriculturist, who does not know the maxim, That a farmer's work is never done. Would a wise people make such a farmer as this man professes himself, the model for their farmers generally? And would it not be an advantage to such a man's business and prosperity to employ the time and labour of so many days or weeks at home, and send his productions to market at a dollar a ton, instead of a dollar a hundred upon every hundred miles P 2. Another essential error in this pop dar address is, that the construction of Railroad must be attended with heavy taxatton. The distance from Newbern to Raleigh, over a level country covered with the proper timber, can be accomplished in three years, if not in less time, provided each taxable poll pays 40 cents annually. To this distance add 40 miles of steamboat navigation to the harbour of Beaufort, and in three years we shall have 140 miles of conveyance upon the Railway and by steamboats, from the seacoast into the interior. In three years more, the same tax, with the tolls upon the finished part, would extend the like conveyance nearly, if not entirely to the mountains." This is an asseveration not without proof. To disbelieve and contradict without evidence, is to be carried away ourselves and delude others with nothing but theory and imagination. at is must erroneously implied by our at in this mode of marketing with rofesses to be contented, his great as they would be upon at least that the difference worthy of consideration. his becomes conspicuous by dl can understand. The ing a hundred weight from f Raleigh to Newbern is a bad of ten barrets of flour at s 20 dollars for the transporthe Railroad the conveyance o dollars at the utmost for the In every load then, 18 dollars the farmer. By the annual O cents a man, amounting in to a dollar and twenty cents, tance. Is it not evident that in veyance of a single load of ten barf flour, the farmer, by the Railroad s the sum of 16 dollars and eighty cents? It is not true then, that to the farmer of the abler and richer sort, the thod. As soon as the road is finished, the difference in his favour is 18 dollars upon

transported, they are not likely to suffer | say that thru more by the ordinary method, than the

to have all the opportunities of trade upon both of exports and imports. Mercantil the very easiest and least expensive terms. Let no man be deluded with such ground less fancies and fears as are here pressed ple of the country are likely to be accomare versons," he will tell us, " when it is of upon him. The Railroad is the road to no consequence to a farmer to be at home. richest o every one who can enjoy and will improve its privileges, but to none is it so, necessary as to the pourest part of society. 5. We might enlarge much upon the ercors of this address, for not one of its assertions will bear inspection ; but we hasten to one other and it is the last we shall notice. It is openly insisted by the speaker that himself is poor, and that in this respect he stands upon a footing with the firsty miles, to the north and to the south. poor farmers of the country. Is it not somewhat strange however, that this declaration should be instantaneously con tradicted by the speaker himself, and is it pot still more so that he should continue to be credited upon his first assertion not withstanding the contradiction? This claim to be ranked in the class of the poor is disproved by the very facts which he.adduces to show the uselessness of a Railroad. H is the farmer of large property only who can talk with so much ease of his ability to choose times at his own discretion of absence from home and from his affairs, from ten days to two, three, four or five weeks together. It is not the poor man, but the richer sort only who can " put four or five horses into his waggon, loaded with flour or other articles, and go off to Petersburg, Newbern, Fayetteville, Charleston, or elsewhere and dispose of them on the best terms of those markets." It is no great wonder to hear one who can do all this. boast still further, that for his part he " can do well enough without either Railroads or Canals." Doubtless the man who is a ble to do all this, can get along without the sid of a Railway. Not only so, but he can go on to become richer than he is ; but let him remember that he is not a poor man, nor with the property and feelings which he has, is he the true and proper representative of the poor. It is the very one that cannot do the things so much in his power, who is really the poor man, and the old method, though he had all the means it is only a flattering and deceptious mis- of waggons and horses possessed by the application of names, to call himself pour, rich. Now the poor and helpless willow, and then to assert, for the assertion is evi- left to contend with the difficulties and dently implied, that all others can do as anxieties of a numerous family, and who well as he can. Here is a most important is able to cultivate a few acres of ground, distinction between the rich and the poor, | can place her orphan boy upon the back | Physician is inferior to none in the State, will when the subject of a Central Railway is of a horse with even two or three bushels under consideration. What is the great of grain, or whatever she has to spare, and object of a Railway? It is to throw open in a few hours he is in as good a market the market of the world alike to every bo- for prices, or payment in cash or goods, dy. It is to prevent it from being any as the richest man in the country. No longer said, " Here is a farmer so well off, matter if she lives at a distance from the that he is able when he pleases to go into Railroad. To be any where upon that is the market, though without the Railroad, | scarcely different from being at Newbern, he will continue to lose as often as he goes, ten times his share of the cost of making of 40 or 50 miles from it, by the enterprise. one; but there is a poor man who never can go into that market at all." Here is a wide and most striking difference of privileges. It is such a distinction that whoever shall consider it, will find that it involves the greatest consequences. It implies so much both as to present possessions, and future opportunities of making tation over others less favored than himmoney and getting through difficulties, that this alone is enough in such a country as ours, and in our situation, to mark off the poor man, and conspicuously to show his decided inferiority in property and power to the rich. And with so glaring a truth as this staring us in the face, shall one of these farmers of the richer class come forth, and be heard with patience and credit by the poor, while he almost insults him with the palpable contradiction, that he too is poor, being a waggoner and no gentleman, but that he can do very well without a Railroad, because with his waggon and horses he can travel with a load at any time to the best market in the country, and get the best prices that are going. Let the poor man ask, What benefit or consolution this offers to him, who enjoys no such advantages, and we presume it would puzzle the orator to find a satisfactory reply. No sir, he might say, when you tell me that you are a poor man ds well as myself, and would have me infer that because a Railroad is unnecessary to you, it is equally so to me, I can see the difference between us. It is this very difference which marks the poverty of my circumstances. It is this which makes it so very hard, if not impossible for me to struggle above the disadvantages which sink me with an irresistible and disheartening pressure. This contrast sufficiently shows you to be comparatively rich both in the market of the world, and operates possessions and resources, while I am en- conspicuously for the benefit of all, but to a dollar and twenty cents, compassed by necessity, and beaten down especially it is essential to that large and from all hopes of enlargement by the strait- important portion of the people, whose ening traffick, the pirifoi prices, and the indigence and restricted circumstances vexatious and expensive delays of bargain- are such that they are wholly shut out from ing and collecting payment is a home mar- the opportunities enjoyed by the richkct. Tell me no more that if I am poor, you are so likewise, and that we ought to advantage is no greater, of ttransportaton make a common cause against Railroads by the Railroad, than by his present me-A Central Railroad throws open to all, the universal market, and places us all upon a leve!. If you are of opinion that you can do without it, to me it is evident that it is alain my only relief. So far as my suffcage can promote its commencement and prosecuntirely for tion, it shall be steadily and heartily given to an object in which are bound up not only my own prospects, but as I believe, the prospects and prosperity of the country. That this is a correct conclusion, will still more fully appear from a brief exposition which we shall give before closing this number. Let us then suppose the Central Railway actually to exist, and let us see how the poor are especially affected by it. The whole distance through the length of the State, from the sea to the mountains, is little less than annihilated. As to the cost of transportation, it is so much diminished by ten tons to a horse, at body of the people can do so. It or 80 tous to a steam carriage, that this too may be almost wholly disregarded. It may be said to be reduced to little or nothing. It is no extravagance then tal

this coad, the market to the one whe a and is the poor man's it is undoubtedly of the highest importance of a commercial seaport, in the prices establishments spring up, separately o in villages and towns, wherever the peomodated with trade, and the farmer can sell or buy nearly on the same terms as in Newbern, Norfolk, or Charleston, and with only the slight difference of the transport by sea, from the prices of New-York or Philadelphia. These mercantile establishments are not confined to the Railroad itself. They extend out and become scattered thro' the country on both sides, to the distance of twenty, or thirty, or In all these cases, merchants reduce pri In all these cases, merchants reduce pri-ces to the lowest possible, to attract trade, the eye of a dragon fly, shewing its different to rival one another, and to prevent the lenses, which are considered by naturalists as so Horse, and 25 Dollars for the apprehension of farmer, if he lives off from the Railroad, from the necessity even of going to it with his produce. This places business upon its proper footing. The farmer can now direct all his time and ability exclusively upon his own profession ; the merchant organized feathers, broad, and many inches in strives to accommodate the farmer, in the management of his also; and the carrier will convey every thing with the greatest | ects which are equally interesting and inadvantage to both. This is opening the structive. As the objects magnified are reprewhole market of the world to the whole people. Railroads presently branch off from the main artery, giving a quick and energetic circulation of trade and wealth to the utmost extremities. In such a state of things, all distinctions are instantly abolished between the poor and the rich. The able & wealthy farmer is immensely benefitted in saving all the difference between the old expensive method of transportation and the new. The poor man can now enjoy the same privileges as the rich. He can now gather up all the little articles he has to spare, the batter, cheese, potatoes, wheat, flaxseed, lard, every production of his own industry or that of his family, pack them neatly together, and in a few miles, in fine weather, and with a light heart, carry them into a market literally ten times better than he could by and even at the utmost possible removal and emulation of merchants, the difference for carriage is altogether triffing .-Now there is no longer need for these vast and expensive waggons & powerful teams, the earth groaning under their weight, and the stunning noise of the bells swelling the owner's bosom with pride and exulself, while he carries off the fruits of his poor neighbor's toil, purchased upon the most pinching prices in a home market, that he may enrich himself with their profits in the market of the world. Now a single horse, a cart, or a waggon light enough for one or two animals is sufficient. Upon one of those with her spirited little urchin of a brother by her side, the lithe and buxom daughter of the family, the rose in her cheek, the cherry on her lip, and the beam of bright prospects in her eye, can enjoy the interests of purchases from the merchant, upon far better terms than the most skilful shopman may hope to effect. Now the man who has a few sheep or animals of any kind to spare from his flock, can make them their own carriers, save the expense of transportation, and have all the advantages of selling in the universal market, as well as he who is able to buy up hundreds and drive them into distant parts of the country, and into other States. But we shall enlarge no further upon this part of the subject. We presume that no doubt can remain of the great truth which we set out to make apparent, that a comercial thoroughfare, like that of a Central Railroad, is peculiarly necessary for the relief of the poor. It gives an open vent to all the productions of the State into CARLTON.

too glorious to be gazed on in his :

IRE Citizens of Raleigh and vicinity are repectfully inf med, that there is now in this lace a large Solar Microscope, which magnifie ize. This wonderful and highly finished Instrument, which magnifies objects to as great a size as any other in the world, will remain here but a few clear days, thus affording an opportunity to the c who are desirous of witnessing its astonishing powers. The mites living and moving opon the surface of figs and cheese, that are invisible to the naked eye, are made to appear to believe that said horse was taken off by one larger than rats or crabs; animalcule in vinegar Heary Williams, late of this county, who has pro-to the size of cels, possessing wonderful activity, bably gone to South-Carolina or the Western from 20 to 30 inches in length ; the pores in various species of wood one to three inches in diameter; a fles larger than a sheep; leg of a common house fly 15 feet in length, with claws many distinct eyes, and are in number 13,500, the thief. The horse has marks on his feet of and consequently in both eyes 27,000; every one of which is capable of forming a distinct. image of any object ; leg of a small spider more than twenty feet in length ; particles of the dest of a butterily's wing are beautiful and regular length; and the process and configuration of he chrystalization of various saline solutions beautifully illustrated ; with many other obsented upon a large screen, 50 persons can view hem at the same time.

Admittance 50 cents-Children half price. N. B. No admission unless the sun shines. Room first door south of Mr. High's Tavern. Hours of admission from 8 A M to 4 P M. Nov. 12th,

MIDWAY ACADEMY, FRANKLIN COUNTY, N. C. THE Exercises of this Institution will be 1gain renewed on the first Monday in January next, under the immediate instruction of he Subscriber, assisted by his son DANIEL S. HILL. The course of Studies will be conformable to the plan of Education as adopted at our University. As the Subscriber is preparing his buildings for a permanent establishment, and will devote himself entirely to the duties of his school, parents may rest assured that every exertion shall be made to advance his pupils both in moral and intellectual improvement. Board will be \$40, and tuition \$10 per session, payable in advance.

Mid bay is situated two miles below the main

ANAWAT unty of B teid, aged 18 ye omplected. Any person taking up and not well grown, and ng to the Subscr cents for their trou

Oct. 6th, 1828.

DAVID SHUFOR

\$30 Reward.

A LIGHT Bay florse, about 144 hands high, and four years old last Spring, was stolen from the subscriber's plantation, on the night of Wednesday, the 24th ult. I have good reason District of Tennessee. Said Williams is about 23 years of age, of ordinary stature, and dark complexion, and usually carries with hima horse man's pistol and a large dog

I will give a reward of Ten Dollars for any in formation that may lead to the recovery of the recent founder.

B. COLEMAN. Kinston, Lenoir, Oct. 19(b, 1828.

FOR SALE light SULKEY with a neat Harness. at this Office. June 2. 73

JUST PUBLISHED.

ND for sale at the Book-store of J. Gales and Son, in Raleigh, price three dollars, a new Edition of the Office and Duty of a Justice of the Peace, and a Guide to Sheriffs, Coroners Clerks, Constables and other Civil Officers in North Carolina. With an appendix, containing the Constitutions of this State and of the United States, and a collection of the most approved forms for the use of these Officers.

The new Edition of this valuable Work contains besides its former useful matter, the substance of all the important Acts passed by the General Assembly from the year 1815, to the present period, which appear under their proper heans.

Orders for this new Work will be duly attend. ed to, from any part of the State. Oct. 1, 1828.



Stage Road, ten miles from Louisburg, sixteen from Warrenton & four from the Shocco Springs. For health, it is exceeded by no situation in the State : for 4 years, there were from forty to sixty Students, and not a case of fever occurred .-Should, however, medical aid be required, the attention of Dr. John Brodie, whose skill as a be at hand, as he resides within two miles of Midway. The Students will be barred from exposure to extravagance and dissipation, as there s not a store or gill-shop within five miles of the Acaderay

In the government of Midway Academy, the Principal will pursue that course which he would with his own children. He will advise and admonish ; where these fail, 'the rod will be resorted to, but with parental prudence. When any pupil shall be deemed incorrigible in disorderly conduct, or habitually inattentive to his studies, his parent or guardian will be immediately informed thereof.

Letters to the Principal or Students must be directed to Louisburg, N. C.

CHARLES A. HILL, A. M. 19-eow 8t Nov. 6th, 1828.

NOTICE.

LIVERY STABLE is opened near the Ga

pitol, and is convenient to all the Boarding Houses in the city. It offers convenience to the members of the approaching General Assembly, and other visiters to Raleigh Being well supplied with provender, I wil promise that no pains shall be spared in doing justice to the horses which may be entrusted to WILLIAM SMITH. my care. Raleigh, Oct. 20th, 1828, 14-

Office of the Agent of the Breakwater. Philadelphia, 22d Oct. 1828.

N conformity with instructions from the Navy Department, SEALED PROPOSALS will be received at this office, until Monday the 24th of November next, for the supply at the site of the Break water, near Cape Henlopen Roads, of one nundred and twenty thousand perches of Stone of twenty-five cubic feet to the perch ; each stone to weigh from one quarter of a ton to two tons and upwards.

The quality of the material must be of the following description ;- Traprock, Hornblende, Granite, compact Gneiss, Marble or Innestone; and be deposited within certain prescribed limits, according to the directions of the Engineer between the months of April and December of the ensuing year.

No proposal will be received for the supply o a less quantity than ten thousand perches.

The proposals must, in addition to the names of the Bidders, contain those of their Surelies, and the places of their respective residence.

The proposals will be examined and decided on, by the Engineer who may be appointed by the Executive and by the subscriber i-the decision to be submitted to the approval of the Navy Department,

CLEMENT C. BIDDLE. Agent, &c. Oct. 23.

North-Carolina Almanack 1829.

YONTAINING besides the usual Astronom cal Calculations, some inseful Essays on Agriculture; a variety of valuable Recipes and much instructive and entertaining matter.

The Almanacks may be laid wholesale of the Publishers, J. Gales & Son, Rileigh, or of Mr. Edward J Hale, Observer Office, Fayetteville, or of Mr. Salmon Hall, Bookseller, of Newberns and retail of most of the Storekeepers in t State.

Sept. 10, 1828.

NOTICE.

THE Subscriber lost, on the 18th of March last, in the city of Haleigh, his Pocket Book. g the following Notes, Judgments and Executions, which he hereby forwarns all persons from trading for, and the makers of them from paying the same, to any person but himself :

1 Note on Col. Wm. Daniel, due Nov. 1827 I do. on Alvan Utley, due in 1826, 1 Judgment and Execution against Henry Jones, for against Uriah Petry do. There were also in the Pocket Book, sundry other papers, and thirty dollars in money. LEMUEL JONES. Wake county, Oct. 25. 15 St Maleigh Register.

FRIDAY, NOVEMBER 14, 1828.

The Legislature of the State will convene in this City on Monday next. interesting session is anticipated, as w on account of the numerous responsible appointments to be made, as the important matters which will become the subjects of legislation.

At a meeting of the Directors of the State Bank, on Tuesday last, Peter Browne, Esq. was appointed a Director of the Principal Bank, to fill the vacancy occasioned by the death of the late James F. Taylor.

The Synod of the Presbyterian Church of North-Carolina, closed its session this city, on Saturday last, after an resting session of four days. Divine vice was performed generally, three t a day, besides Prayer Meetings were held at sun-rise. With much pleasure we noticed the large and attentive Congregations and listened to the animated and affectionate discourses delivered, during this occasion. On Sunday, the Ordinance of the Lord's Supper was ade ministered to about 150 communicants, of different denominations. To make any remarks on particular discourses might be deemed invidious, while we feel disposed to give praise to all, we cannot help expression the deep interest excited by the Sermo and Addresses of the Rev. Dr. Rice, the Union Seminary at Hampden Sidne The Synod adjourned to meet at Fayetteville on the second Wednesday in Ne vember, 1829.

every load of flour, in a l 4. It is further assorted in terms in this popular speech, that the Railroad is almost totally, if not e gratification and benefit a certain lass of men, whom the orator holds up be-

fore his own imagination an people, as proper objects of a reach, because they are charge eing wealthy. What particular i men of vast fortuge can have in throwing open the market of the world to all the people of the State, it would require the appear tion of a Daniel to divine. With backhines of carrying to market, the liner classes of society, and profession-usen, if they are included, can certainly have but little concern. They can always without Railroads or Canals, if

n of this series:

Oct. 27, 1828.



GALES & SON have just received the fol-· lowing New Books :---. Mistory of the United States, exhibited in con-nexion with its Chronology and progressive Geography, by means of a series of Maps : the first of which shows the country as inhabited by various tribes of Indians at the time of discovery, and the remainder its state at a

ferent epochas; so arranged as to associate the principal events of the history and their dates with the places in which they have oc-curred. New-York, 1838. Frice Three Dol-

tars, ubili Virgilii Maronis Opera, or the Works of Virgil, with copious notes Mythological, Hio-graphical, Historical, Geographical, Philoso-phical, Astronomical, Cuitical and explanatory in English; together with an Ordo of the most intricate parts of the text, specially cal-culated to lighten the labor of the Teacher, and to lead the Student into a knowledge of the Poet; to which is added a table of relevnce, by the Rev. J. G. Cooper, A. M. New-fork, 1827. Price Three Deflars. Raleigh, Oct. 30, 1828.

State of North-Carolina. PITT COUNTY.

Court of Equity September Term 1828. Warren Wallace, admr. of James English dec'd.

John Surmon & wife & others. THEREAS suit had been brought by Bill o complaint in the Superior Court of Law and Equity for the County of Pitt by James En-glish against John Surmon and Euphamia his wife, and Gatsey, Sally, and Ira Ledon, which suit at September Term 1825 abated by death of said James English, and at last March Term of said Court, Warren Wallace, the adm'r. of said James Euglish, filed his Bill praying to have said suit and proceeding thereon revived against said defendants, which was granted, and it ap-pearing to the satisfaction of the Court that John Surmon and Euphamia his wife, Gatsey, Sally, and Ira Leadon, defendants in this suit, are not inhabitants of this State, it is ordered by the Court that publication be made for six weeks in the Raleigh Register that the defendants ap pear at the next term of said Court to be held in the County of Pitt at the Court House in Greenville, on the first Monday in March next, and plead, answer or demur to the Bill of the complainant, or the same will be taken pro con fesso and set for hearing ex parte.

W. HANRAHAN C. M. E. Sept. 30 Bank Stock for Sale.

FOR SALE 70 (Seventy) Shares of Stock in the State Bank of North-Carolina. For terms, apply in person or by letter, pustage paid, to David Jordan, Suffolk, Va. Øct. 29.

Rev. JACOB FRIEZE, of Wilmington, in this State, has received & accepted a call from the First Universalist Society, in Providence, R. L. to become their Pastor-

Richard Bradley, Esquire, is appointed Surveyor of the port of Wilmington, this State, in the place of the rener Thomas Gallender, dec.