

**Raleigh and Gaston Rail Road Company.**

The enclosed Address was transmitted a few days since to the Legislature, by the President of the Raleigh and Gaston Rail Road Company, setting forth the present condition and future prospects of the Road:

THE undersigned begs leave to submit to the Committee on Internal Improvements, and through them to the Legislature, the following Statements, drawn from authentic sources, in relation to the business actually done, the present condition and future prospects of the Raleigh and Gaston Rail Road:

The first section of the Road from Gaston to Littleton, 10 miles, was opened in May, '38.

|                     |           |
|---------------------|-----------|
| — Macon, 20         | June.     |
| — Ridgeway, 30      | July.     |
| — Henderson, 44 1/2 | Sept.     |
| — Franklin, 58      | Nov. '39. |
| — Wake Forest, 70   | Mar. '40. |
| — Raleigh, 85       | April.    |

The gross amount of Receipts upon the Road, from the time the various sections went into operation, up to Nov. 1, 1840, is \$113,867 53

The amount of Expenses necessarily and properly incurred in transportation during the same period 44,638 60

Leaving a clear profit of \$69,228 93

Up to Nov. 1, 1840, which has been applied to the payment of interest on the loan obtained on the guaranty of the State, and in the discharge of the debts of the Company.

The gross amount of Receipts above-mentioned, is equal to an average of \$6,698 09 per month, for the time the Road has been in operation, which for twelve months, will give an average of \$80,386 08

Expenses of transportation for the same period, including repairs of Road, 38,400 00

Clear profit for twelve months, \$11,986 08

I would here remark, that this amount of profit, although comparatively small, when contrasted with other Roads of older date, and passing through more populous parts of the country, yet it is more than sufficient to pay the interest on the loan already guaranteed by the State, and with the same rate of increase in the amount of transportation which has been realized on other Roads, will yield an income amply sufficient to pay the interest on any additional guaranty the Legislature may authorize, and return a fair dividend to the Stockholders. For proof of this, I respectfully refer to the following statements of the increase of transportation on the Petersburg Road for the last three years. This Road is selected as affording the most correct data to form the basis of a calculation, not only from its contiguity to and connexion with the Raleigh and Gaston Road, but because it passes through a country whose products are precisely similar to that through which the Raleigh & Gaston Road is located.

From the annual Report made by the President of the Petersburg Road to the Stockholders, in March last, it appears that the amount received for transportation of freight and passengers for the year 1837, was \$75,462 63

For the year 1838, 107,093 93

1839, 150,786 98

The increase of the business of the year 1838, over that of 1837, it will be seen, is \$31,631 30, being nearly fifty per cent. and the increase of the year 1839, over the year 1838, is \$23,693 05, being nearly twenty-five per cent. and making an average increase of nearly thirty-seven per cent. Deeming this to be a fair and certain rate of increase, deduced from actual experience, and applying it, or, for perfect safety, even a less rate, say 33 1/3 per cent. to the receipts of the Raleigh and Gaston Road for the next three years, the following results are shown.

Amount of Receipts for 12 months on the Raleigh and Gaston Road, as stated, \$80,386 08

Increase for the year 1841, say 33 1/3 p cent. 26,795 36

\$107,181 44

Deduct Expenses for the year, including repairs of Road, \$38,400 00

Interest on loan of \$500,000 guaranteed by the State, at 6 per cent. 30,000 00

Interest on floating debt outstanding against the Company, \$250,000, at 6 p. ct. 15,000 00

\$83,400 00

Surplus \$23,781 44

Equal to a dividend of about 3 1/2 per cent. on the amount of Stock subscribed and paid for.

Amount of supposed Receipts for the year 1841, as above stated, \$107,181 44

Increase for the year 1842, say 33 1/3 p. ct. 35,727 14

\$142,908 58

Brought over, 142,908 58

Deduct expenses, including repairs, interest on the loan of \$500,000 and interest on the amount of floating debt, say \$250,000, as above stated, 83,400 00

Surplus \$59,508 58

Equal to about 5 1/2 per cent. on the amount of Stock subscribed and paid for.

Amount of supposed Receipts for the year 1842, as above stated, \$142,908 58

Increase for the year 1843, say 33 1/3 p. cent. 47,636 19

\$190,544 77

Deduct Expenses, including repairs and interest on loan and floating debt, as above, 83,400 00

Surplus \$107,144 77

Equal to a Dividend of 15 p. ct. on the amount of Stock.

Thus it will be seen, that if the data upon which the foregoing calculation is founded be correct, of which there is no good reason to doubt, the receipts of the Road for the next three years, will be sufficient to pay the interest on the loan already guaranteed of \$500,000, the interest on an additional loan of \$250,000 and an average Dividend of more than 8 per cent. to the Stockholders. But suppose the progressive rate of increase on which the foregoing calculation is based, be too large, and we reduce it to twenty-five per cent. a very moderate estimate, still it will yield an income sufficient to pay the interest on a loan of \$750,000 and pay a handsome Dividend to the Stockholders beside.

The foregoing Estimate of expenses of transportation and repairs of Road, is based upon a scale of expenditure calculated to keep the Road in as good repair as it is at present for four years—after that time it is probable the expenses will be increased in proportion to the increase of business.

The following Tables, abstracted from the Reports of the various Rail Road Companies in Virginia, will show how their Companies are constituted, the length and cost of their Roads, the business they have done, &c.

Petersburg Rail Road—sixty miles long, cost \$800,000—was finished in 1833. The State of Virginia owns Stock to the amount of \$160,000, and has loaned the Company \$150,000.

| YEARS. | Gross Receipts of transportation for the year. | Expenses attending transportation for the year. |
|--------|--|---|
| 1834   | 80,949 65                                      | 39,000 00                                       |
| 1835   | 104,260 49                                     | 44,638 58                                       |
| 1836   | 107,018 83                                     | 45,330 79                                       |

Winchester and Potomac Rail Road—thirty-two miles long, cost \$575,000. State of Virginia owns Stock \$120,000, and has loaned the Company \$150,000.

| YEARS. | RECEIPTS.   | EXPENSES.   |
|--------|-------------|-------------|
| 1838   | \$49,962 97 | \$35,658 21 |
| 1839   | 64,048 89   | 49,768 58   |

Richmond and Fredericksburg Rail Road—length sixty-one miles, finished in 1837. Cost \$1,098,039 14. State of Virginia owns Stock \$275,000. Amount necessary to finish the Road to the Potomac (15 miles) \$250,000. This work is in progress.

| YEARS. | RECEIPTS.    | EXPENSES.   |
|--------|--------------|-------------|
| 1838   | \$133,699 16 | \$75,473 72 |
| 1839   | 173,507 47   | 122,104 70  |

Petersburg and Richmond Rail Road—length twenty-two miles, cost \$778,217 94. State of Virginia owns stock \$200,000 and has loaned the Company \$150,000.

| YEARS. | RECEIPTS.   | EXPENSES.   |
|--------|-------------|-------------|
| 1838   | \$54,959 63 | \$30,504 43 |
| 1839   | 68,144 48   | 36,194 40   |

Portsmouth and Roanoke Rail Road—eighty miles long—finished in 1837—cost \$930,263 50. State of Virginia owns Stock to amount of \$256,660, and has loaned to the Company \$150,000.

| YEARS. | RECEIPTS.   | EXPENSES.    |
|--------|-------------|--------------|
| 1838   | \$58,895 07 | No statement |
| 1839   | 64,471 79   | of expenses. |

City Point Rail Road—nine miles long—cost 180,000 dollars—State of Virginia owns Stock \$60,000—and has loaned the Company 50,000 dollars.

Louisa Rail Road—50 miles finished—cost 390,000 dollars. State of Virginia owns Stock 120,000, and a new Stock, 51,570 dollars.

Chesterfield Rail Road—thirteen miles long—finished in 1832. Cost \$150,000, used exclusively for the transportation of Coal.

The following Table will exhibit the number of Passengers, which have been transported on the Raleigh and Gaston Rail Road, from the 1st of January, 1840, to the 1st of November, 1840, being 10 months, as also the number transported in each month:

| Months.    | No. of Passengers. |
|------------|--------------------|
| January,   | 404                |
| February,  | 353                |
| March,     | 691                |
| April,     | 881                |
| May,       | 703                |
| June,      | 932                |
| July,      | 952                |
| August,    | 907                |
| September, | 905                |
| October,   | 1158               |
| Total      | 7891               |

It must be recollected that the Road was not opened South of Franklinton, until March 1840, and not to Raleigh until April.

The following Table will show the number of Hogsheads of Tobacco, Bales of Cotton, Barrels of Flour and Bushels of Wheat, which have been transported on the Raleigh and Gaston Rail Road from the 1st of December, 1839, to the 1st of December, 1840:

|                       |      |
|-----------------------|------|
| Hogsheads of Tobacco, | 5127 |
| Bales of Cotton,      | 4731 |
| Barrels of Flour,     | 1570 |
| Bushels of Wheat,     | 4599 |

From the Depots of Warrenton, Henderson and Franklinton alone, there have been transported from the 1st of December, 1839, to 1st December, 1840, 3232 Hogsheads of Tobacco, 2864 Bales of Cotton, 1270 Barrels of Flour, and 3099 Bushels of Wheat. Assuming the Hogsheads of Tobacco to weigh 1400 lbs. and the Bales of Cotton 350 lbs. each, the weight of the whole would be 5,984,340 lbs. Assuming also 90 cents per hundred pounds to be a fair average of the expense of

\* One of the largest items of expenditure on this Road is the Bridge across James River, which cost about \$120,000.

hauling in wagons from the above mentioned Depots to Petersburg, (but which is believed to be below the real charges) it would cost to transport the foregoing produce to Petersburg in wagons, the sum of \$53,861 56

Cost of the same upon the Rail Road from the same places 55 cts. per hundred lbs. is \$32,916 62

Saving to the Producers \$20,944 94

In those articles alone from the above Depots.

By the same rule, the saving to the growers of Tobacco sent from the above places would be \$15,834 80

And to the growers of the Cotton sent from the same, the sum of \$3,519 40

Other statements might be made, showing the quantity of Salt, Iron, Molasses and other Merchandise which have been transported outward, and the saving on those articles, but it is believed that the foregoing will be sufficient to give a clear view of the advantages resulting to the Farming and Planting Interest from the establishment of the Raleigh & Gaston Road. All which is most respectfully submitted,

S. F. PATTERSON, Pres't.  
R. & G. R. R. Comp.  
Raleigh and Gaston Rail Road  
Office, December 10th, 1840.

THE CABINET.

Speculation is rife on the subject of the Cabinet. The press is busy in starting candidates, and the public are curious to know who will fill the prominent offices of the Government. All this is natural and right; and amid all, there is this glorious consolation: that the number of those fit to fill these high stations is large beyond precedent. But one fact is clear, no State or individual can claim office from President Harrison, on the score of services rendered to him. Leading men all over the country have done their duty nobly; they have stood forth every where boldly proclaiming dangers which threatened the Constitution, and denouncing evils which periled our liberty. But these dangers and evils were seen and felt by the people. They realized them and knew and did their duty. In mass they moved, in mass they came forward to the relief of the country, and rescued the Constitution from the grasp of a venal power; and it is to them, and them alone, that we owe all the rich reward of our late glorious victory.

President Harrison, then, stands on this subject, on the highest ground. He will, in all his appointments, look alone to the welfare of the nation. No personal considerations—no mere party authority—no combinations of influential men can induce him to nominate to, or remove from office, any one individual for mere party purpose. Fitness on the one hand, and fidelity on the other, are the only enquiries which he has or will make; and any effort to change or thwart his course, would receive his rebuke and merit general indignation. A pure people have elected him to serve the country, and while in office, that country's claim will ever be first in his patriotic mind.

Let our friends, then, speculate as affection may direct, or curiosity dictate. But let them remember at the same time, that a new rule is about to commence; and that under that rule, partizan strife can meet with no encouragement, and a selfish scramble for office, no quarter. A higher and truer stand we repeat, will be taken.—Honesty and capacity, then, are the great requisites. They are, we are confident, the only requisites which the people demand, or which President Harrison can acknowledge. These suggestions are entirely the offspring of our knowledge of Gen. Harrison's character and his invariable course in all his public relations.—Cincinnati Republican.

The New York Times quotes, in a late number, the following honest and manly article from a paper which, the Times states, has been "one of the most devoted advocates of Mr. VAN BUREN throughout the contest that has just terminated:"

FROM THE NEW YORK COMMERCIAL HERALD.

"Return from nearly all the States in the Union show that General Harrison has been chosen President by a large majority of the popular suffrage, and will have more electoral votes than any other candidate ever received for the same office in a contested election. Gen. Harrison carries at least 19 of the 26 States with a popular majority of more than 150,000 votes. It is worse than idle to ascribe this great political revolution to fraud and bribery. It is a libel on the character and sovereignty of the People, and on their capacity for self-government, and an insult to the public understanding. The causes that have wrought out such a change in the public sentiment are sufficiently apparent to all intelligent men. The most prominent cause may be traced to the financial policy of the Government, and to the doctrines introduced into the United States Senate last winter by the advocates of the Sub-Treasury, giving to this measure the effect of the reduction of the wages of labor and of every species of property to the European standard.—Mr. Van Buren gave a new reading to the Constitution, changing the policy of the Government from its foundation down to the time when he discovered all control over the currency of the country. He hereby threw off a responsibility that had been acknowledged as a constitutional duty by Washington, Jefferson, Madison, Monroe, and Jackson. No one will deny that our Government was established, as all just Government is, for the benefit of the governed, to secure the rights of all, protect the great interests of the country, and promote the general welfare. It was the undoubted duty of Government to have so far consulted the interests of the People as to have given the incidental and consequent upon the collection and disbursement of the public revenue in the currency best suited to the exigencies of the commerce and business of the country.

"The course of the Administration produced every where a desire for a change, a return to the old order of things under which this country enjoyed a degree of prosperity unexampled in the history of nations. The People wanted a more settled and stable policy in the fiscal action of the Government, and more respect for the popular will in the councils of the nation. They wanted a more national and a less proscriptive policy in the administration of affairs; they wanted what Gen. Harrison pledged to, one Presidential term, and a better regard for the freedom of political opinion; they wanted repose from the intense political action to which the country has been for years subjected by the agitation of financial questions affecting all the great interests of society.

"Their judgment is declared, and according to the republican theory of our Government, must be deemed and taken as conclusive on the measures upon which they have passed and in effect rejected."

**EDITORIAL ITEMS.**

**TOBACCO PLANTERS.**

The Convention of Tobacco Planters, agreeably to public notice, met at Washington City on the 15th inst. Governor Sprigg being called to the Chair, the Hon. Philip Triplett, the Hon. Walter Coles, Ambrose G. Gordon and Robert W. Bowie, Esq's were appointed Vice-Presidents, and John S. Skinner and John Mercer, Esq's Secretaries.

The Convention was then addressed by the Hon. D. Jenifer, who took an extensive view of the policy pursued in the Tobacco business with Foreign Countries, and explained the purposes for which this Convention was called, and concluded with an offer of the following Resolution:

Resolved, that a Committee be appointed by the President to consider and reconmend such measures to be adopted by this Convention as may be deemed expedient.

After some remarks from Messrs. Underwood and Bowie, the Resolution was agreed to, and a Committee of eleven was appointed. The Convention then adjourned till the next day.

At the meeting of the Convention on the 16th, Mr. Jenifer, from the Committee appointed to consider what measures would be expedient to accomplish the objects of the Convention, reported, that the Nations of Europe continue their excessive duties and monopolies on the Tobacco imported from this Country, and that all attempts to induce them to change their oppressive and injurious course had, as yet, proved unsuccessful. The Committee therefore recommend that Congress be requested to lay countervailing duties on their products, discriminating between those Governments which have, and those which have not manifested a disposition to modify their present oppressive duties on our Tobacco, and that when any of our treaties with Countries which contain no stipulation for reciprocity of duties on their respective products expire, they be not renewed.

After making a request to the Governors of the several States engaged in the cultivation of Tobacco, to attend to this matter, and take such measures as in their judgment may be proper to bring about the contemplated object, the Convention adjourned, subject to the call of the Chairman.

NOTICE.—The Subscriber, in pursuance of an agreement entered into with Mrs. Sarah Cooke, widow of Henry H. Cooke, deceased, will, on the 4th day of January next, on the premises publicly lease for one year to the highest bidder, that well known Hotel, situate in the City of Raleigh, directly west of the Capitol, formerly occupied as a Tavern by Col. Henry H. Cooke, dec'd. together with all the Out-houses connected therewith, except one occupied by James S. Stiles; and to accommodate the person renting the same, there will be included in the lease the use of several beds and necessary furniture of the same, for one year. And at the same time and place, I will lease all the other Houses and Lots owned in the City of Raleigh by the late Henry H. Cooke, deceased.

The Subscriber having qualified as special Administrator upon the Estate of the aforesaid Henry H. Cooke, deceased, will, on the 1st day of January next, at B. B. Smith's Store, offer for hire until the 1st day of January, A. D. 1842, some very valuable Negroes, among them there are several good House Servants.—Said renting and hiring will be upon a credit of twelve months. Bond with approved securities will be required of the persons leasing said real estate and hiring the Negroes.

Raleigh, December 24, 1840. J. H. COOKE. 1—td

Star 3 times.

**SPLENDID CAPITALS**

FOR JANUARY.

D. S. Gregory & Co. Managers.

STATE OF NEW JERSEY LOTTERY, Class ONE, for 1841. To be drawn at Jersey City, on Saturday, the 2d of January, 1841.

GRAND CAPITALS: \$30,000—\$10,000—\$5,000—\$4,000—\$3,000—\$2,205—2 Prizes of \$2,000—3 of \$1,500—4 of \$1,350—25 Prizes of \$1,000

78 Number Lottery—14 Drawn Ballots

Tickets only \$10—Halves \$5—Quarters \$2 50

Certificates of Packages of 25 Whole Tickets \$130

Do do 25 Half do 65

Do do 25 Quarter do 32 1/2

VIRGINIA WELLSBURG LOTTERY, Class A, for 1841. To be drawn at Alexandria, Va. Saturday, January 9th, 1840.

BRILLIANT SCHEME. \$30,000! \$10,000!! \$5,000!!! \$2,500—\$2,000—\$1,747 1/2—25 Prizes of \$1,000

Tickets only \$10—Halves \$5—Quarters \$2 50

Certificates of Packages of 25 Whole Tickets \$130

Do do 25 Half do 65

Do do 25 Quarter do 32 1/2

CAPITAL PRIZE \$30,000 Net. And FIFTEEN Drawn Ballots.

ALEXANDRIA LOTTERY, Class No. 1, for 1841. To be drawn at Alexandria, D. C. on Saturday, 16th January 1841.

GRAND CAPITALS. \$35,295—\$10,515—\$5,000—\$4,000—\$3,000—\$2,500—\$2,000—\$1,750—\$1,600—\$1,500—\$1,400—\$1,300—\$1,250—\$1,200

50 Prizes of \$1,000, &c. &c.

Tickets \$10—Halves \$5—Quarters \$2 50

Certificates of Packages of 25 Whole Tickets \$130

Do do 25 Half do 65

Do do 25 Quarter do 32 1/2

ALL PRIZES. 57-4 PRIZES OF \$10,000.—td

MARYLAND CONSOLIDATED LOTTERY, Class No. 2, for 1841. To be drawn at Baltimore, Md. on Saturday, January 23d, 1841.

GRAND SCHEME. Four Prizes of \$10,000! \$5,000—\$4,478 32—2 of \$2,000—3 of \$2,500—45 of \$500, &c.

Tickets having one drawn No. \$10

Tickets not drawn No. \$3 Net.

Tickets \$10. Halves \$5. Quarters \$2 50

Certificates of Packages of 25 Whole Tickets \$130

Do do 25 Half do 65

Do do 25 Quarter do 32 1/2

VIRGINIA LEESBURG LOTTERY, Class 4, for 1841. To be drawn at Alexandria, Va. on Saturday, 30th of January, 1841.

GRAND CAPITALS. \$30,000—\$10,000! \$5,000—\$2,000—\$2,500—\$1,017 1/2

100 Prizes of \$1,000, &c.

Tickets \$10. Halves \$5. Quarters \$2 50

Certificates of Packages of 25 Whole Tickets \$130

Do do 25 Half do 65

Do do 25 Quarter do 32 1/2

For Tickets and Shares or Certificates of Packages in the above Splendid Lotteries—address

D. S. GREGORY & Co. Managers, Washington, D. C.

Drawings sent immediately after they are over to all who order as above.

FARMERS AND PLANTERS ALMANAC, FOR 1841.—Made in our own State. It is large and entertaining matter. Will be sold low, wholesale or retail.

Raleigh, Dec. 28, 1840. WILL: PECK. 1—3w

THE SCHOOLS: BEING about to open a Classical School in the County of Franklin, Springs, takes this method of informing those who may be disposed to avail themselves of his School, that the Exercises will commence on the first day of February next. The course of Studies will be such as will be preparatory to any of our Universities.

The price of Tuition will be \$15 a Session, no distinction being made between English and Classical Scholars, either in price or the attention paid them. Board can be had on very reasonable terms, in several highly respectable families, within a mile of the School house.

The Subscriber takes no boarders.

Franklin, Dec. 24, 1840. J. H. NORWOOD. 1—6w

NINETEEN PIANOS for sale by E. P. NASH, Petersburg, Virginia, upon the fairest terms possible. Take the instruments and say them; if good, keep them; if not, return them without paying for them.

As some Pianos are far superior to others, and as purchasers generally are but little acquainted with the difference in them (inside) it seems to me that in getting so costly an article too much caution cannot be exercised.

Many persons are perfectly satisfied with the instruments they have purchased, until some friend or neighbor gets one which is considered superior, and then they wish they had been more particular.

There is no necessity for any thing further than a limit in price in any order which may be sent me.

Dec. 22—1—2aw2w E. P. NASH.

WARFIELD ACADEMY.—The next session of this School, (six miles N. W. of Hillsborough), will commence on Monday the 4th of January next.

TERMS OF TUITION—PER SESSION. Reading, Writing and Arithmetic, \$5 00

English Grammar and Geography, 7 50

Ancient Languages, 12 50

No deduction, for loss of time, except in case of sickness.

Board can be had in the neighborhood, in respectable families, sufficiently near the Academy, at from 6 to \$7 50 per month.

December 22, 1840. JAS. P. CLARK. 103-4w.

THE President and Directors of the Bank of Cape Fear will please take notice, that I intend making application three months hence, for a new certificate for ten shares of stock of your Bank. The original being lost in transit by mail.

Washington, N. C. Nov. 10, 1840. B. RUNYON. 3m

LADY BULWER.—The Budget of the Bubble Family by Lady Bulwer a new work, just received by

TURNER & HUGHES. Dec. 22, 1840. 103.

WOMAN PHYSIOLOGICALLY CONSIDERED by Alexander Walker, for sale by

TURNER & HUGHES. December 22, 1840. 103.

CHURCHMAN'S ALMANAC for 1841. Just received, and for sale by

TURNER & HUGHES. December 4, 1840. 97

TO JOURNEMENTAILORS.—Two or three Journeymen Tailors will find constant employment, on application to

OLIVER & SMITH. Raleigh, Nov. 3rd, 1840. 89.

P. S. None but first rate Workmen need apply, at the Richmond and Petersburg bill of prices will be paid.

MORE NEW GOODS!!! Just received by

Fowles & Callum, Fine black and fancy colored Mousine de Laine, a beautiful style of English Prints, Thread Edgings, &c. Silk Umbrellas, large size and excellent quality. Also, heavy Kerseys, and Point Blankets, large size and very cheap.

December 4, 1840. 97

FRESH Red Clover Seed.—Just received a large consignment of Fresh Red Clover Seed, growth of 1840, which is now offered at 10 per bushel for the Cash. For Sale at the North-Carolina Book Store.

WANTED.—Copper, Pewter and Lead, for which the highest cash prices will be paid by

J. H. KIRKHAM. 88

WANTED, as soon as possible, one hundred safe frames, made in a neat manner. Enquire of

J. H. KIRKHAM. 80