

Mr. HAWKINS' CIRCULAR.

VALUE OF RAIL ROADS.

We have been favored with a copy of a Circular, addressed to the People of Franklin County, in this State, by JOHN D. HAWKINS, Esq., in explanation of the vote given by him, at the last Session of our Legislature, in favor of the Raleigh and Gaston Rail Road.

Follow-Citizens of the County of Franklin.—I have been informed that among some of you dissatisfaction is entertained towards me, in relation to the vote I gave at the last Assembly in favor of the Raleigh and Gaston Rail Road.

By the Comptroller's Report, the landed property of our County amounts to 254,557 acres, valued at an average of \$3 16 per acre, which makes the whole valuation \$805,908, and pays, at 6 cents the \$100 worth, into the Public Treasury, the sum of \$430 24.

By the same Report the poll taxes of the county amount to 515 68. By the same, the Town Property tax is 16 23. The Stud Horse tax is 44 18. The Store tax is 101 52.

Making public taxes by county \$1,236 63. The poll tax of \$515.68, as stated above, is paid by 2578 polls, at twenty cents the poll. The number of counties, before the last Assembly, was sixty-eight, and Franklin county is near an average county among them.

The question is, of this sum, what will a single poll pay? The whole poll tax we see is \$515 68 for the whole county, paid by 2578 polls. The sum is easily worked; but to arrive at it we must make two calculations. First, to tell what part of the sum of \$264 70 the poll tax of \$515 68 must pay.

Now what is the profit which this farmer may derive from the Rail Road, for his outlay of less than seven cents. He and his family can surely make a hoghead of Tobacco. The freight he saves now upon that, to Petersburg, is \$5 50.

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heart Pine tree, and every White Oak and Post Oak tree, he has upon his land, is increased in value. With all these advantages combined, I assert, that a Planter who has 200 dollars worth of land, and pays only one poll tax, may derive fifteen dollars benefit from the Road, when under no circumstances, can he have to pay seven cents, as his part of the tax expense of it.

The gain, then, upon the article of Tobacco freights, \$11,000; and the saving, in selling it upon commissions, \$3,500 the gain upon Salt, \$7,500; the gain upon all other articles, \$5,000; all added together, make the large sum of \$27,000.—which leaves out of this calculation Cotton and Wheat.

And all to be gained by the Country of Franklin for one year, and every year! And as the Counties of Wake and Granville, including Raleigh, are very much larger than Franklin—and Warren is also larger than Franklin—we may safely estimate the gain to these Counties to be four times the sum of the gain to this County, that is, \$108,000.

I have endeavored in these two cases to show the advantages, in part, to be derived from the Rail Road, by a statistical demonstration, so obviously correct, that all may comprehend it; and by knowing the value of his lands and the number of his Polls, can readily estimate the advantages he will derive.

But the superstructures of a Rail Road made of wood, is perishable in its nature, and but for that the profit to the Stockholders would be great. By this, however, it is greatly lessened. It is estimated that sills and rails last about five years, and they must be substituted by good timber as the old ones decay.

The length of the whole road is eighty-four miles, and it will take for its whole length about ninety thousand sills, and nine hundred thousand feet of rails, at a cost of one hundred and ten thousand dollars. The one-fifth of this sum, say \$22,000, to be annually expended in sills and rails, enhances the value of that sort of timber largely, and the land which grows them; and brings into a neighborhood a large sum of money annually to pay for them and the labor of getting them.

Sills can be hauled to advantage six miles, and rails twelve miles or more, by wagons and carts, to the Rail Road. The land within six and twelve miles of the Rail Road, which can furnish this timber, is greatly enhanced in value. The Rail Road runs within, and near the borders of Franklin county for near thirty miles, occupying a position requiring at least one-fourth of a supply of these timbers from the County of Franklin.

One-fourth of a supply will demand the sum of five thousand dollars; the interest upon which is three hundred dollars, and is greater than the sum set down to the whole County by \$36 30. These are some of the individual advantages accruing to the citizens of the County from the Road, and many more might be presented, but they will readily suggest themselves, to the intelligence of my fellow-citizens, and particularly, when experience of their use, shall, as they certainly will, develop them.

But I will state, that it is pretty well reduced to a certainty that the County made last year one thousand hogheads of Tobacco, and that the crop this year, will be two thousand. The saving in the way of freight upon two thousand hogheads, at \$5 50 a hoghead, will be \$11,000. The commissions saved on the same, valued at \$70 the hoghead, will make the sum of \$3,500. These advantages must not be stripped of the very great advantage, of the short time in which a Farmer may take his Tobacco to the Rail Road, sell it, and get home with the money.

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were consumed in this County. The amount of gain upon these last mentioned articles is therefore a matter for speculation, and only to be arrived at by computation. And I presume none will believe the amount gained upon them all to be less than \$5,000.—It may be said that the gain to the Merchant, in his freight, is no gain to the Farmer; but this is a mistake. The Merchant can, and no doubt will sell his goods cheaper, by the amount he gains in the cheapness of his freights. And nothing illustrates this more strongly, than the sale of the article of Salt.

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The length of the whole road is eighty-four miles, and it will take for its whole length about ninety thousand sills, and nine hundred thousand feet of rails, at a cost of one hundred and ten thousand dollars. The one-fifth of this sum, say \$22,000, to be annually expended in sills and rails, enhances the value of that sort of timber largely, and the land which grows them; and brings into a neighborhood a large sum of money annually to pay for them and the labor of getting them.

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the land extend from the Road on each side of it? These must, of course, be questions for speculation, because the Road is too new, and too little land has changed hands, since the Road went into operation, to furnish a certain standard. All know this, however, that the people are inclined to sell; they seem satisfied to stay and live where they are. And what can be more gratifying to a Parent, in his declining years, than to see the country in which he has raised his children, and where he would delight to have them live around him, prosperous and becoming by improvement, an ample field, where they may live, and do as well, as to emigrate to the far West, or far South, where they may make some money, perhaps, but where they will have to spend more in Doctors bills, and in pursuit of health, and where as sad experience proves, they will shortly stagnate and die, amid the wretched miasma of a richer but very unhealthy country? It is said by a wise man, that every soil has its advantages and disadvantages. This certainly, now, combines more of the advantages than any other, all things considered.

And to realize this truth, we have only to improve our present advantages, by cultivating a proper spirit, and shaping our course by the lights of reason and proper experience. After these digressions, the questions again recur—How much additional value per acre, and how far does the rise in value of the land, on both sides of the Rail Road, extend? Many are of the opinion that for ten miles on each side of the Road the land had risen one dollar and fifty cents per acre, upon an average. It is known that in many places not remarkable for any thing, the lands have sold for one hundred and fifty per cent. more, since the Road was established, than they could have commanded before.

Then take one dollar and fifty cents as the measure of the rise. The Road is eighty-four miles long—multiply that by twenty, and it will give sixteen hundred and eighty square miles. Multiply that by six hundred and forty, the number of acres in a square mile, and you will have 1,075,200 acres increased in value, at one dollar and fifty cents per acre, the sum of \$1612,800 in all the Counties through which the Road passes.

AMERICAN ENTERPRISE.—We have a country unsurpassed in its advantages by any other country in the globe; and blessed with a government, soil, and climate, unequalled by that of any other. Look at the mighty progress we are making in internal improvements. Already this country, which led the way in canals, has 3,710 miles of canal navigation, pouring in its abundance, and 4,500 miles of railroad. This we have about 8,000 miles of these useful public works, equal in value to about \$16,000,000, expended for the benefit and happiness of the whole people.

There is no defect in our institutions, or in the character of our people, which occasions the present depression of our concerns, foreign and domestic. We stand elevated in the eyes of the world for capacity to produce. If Russia wishes to build a vessel, she sends to New York for one as a model. When she needs an imperial steam frigate, New-York is employed to build it. Spain also sends to New-York for steam vessels of war. Is a Cotton Factory or a steam Sugar Mill wanted, America furnishes it. Does Prussia need a Flouring mill, she sends to Baltimore for machinery. An American is selected as Engineer, while Dantzig sends her citizens to Rochester to learn the art of grinding Wheat. Austria sends to Philadelphia for locomotives. The Grand Sultan sent here for our Engineer to instruct them in ship building, and our Porter to impart capacity and valor for their defence.

When Egypt wakes up from Pharaoh sleep, and finds that the hands of her subjects and her bullock mills are not the most perfect in the world for digging Canals, she too sends for tools and steam engines. When Texas wants machinery, she sends to Lowell and Patter-son; and England herself sends to Philadelphia for Locomotives, for she can build nothing to equal them. It is only in our own country that American genius and enterprise are not sustained and honored.—Gen. Tallmadge's Address before the American Institute.

WESTERN ELOQUENCE.—The following appears in a Western paper: Gentlemen of the Jury.—Can you for an instant suppose that my client here, a man who has allers sustained a high deprecation in society, a man yet all on you suspect and esteem for his many good qualities—yes, gentlemen, a man who never drink more nor a quart of likker a day; can you I say, for an instant, suppose that this ere man would be guilty of hookin' a box of per-cussum caps? Rattinakes and coon skins forbid! Pictor to yoveselves, gentlemen, a feller fast asleep in his log cabin, with his innocent wife and orphan children by his side—all nature bished in deep repose, and nought to be heard but the muttering of the silent thunder and the hollering of the bull frogs—then imagine to yoveselves a feller sneaking up to the door like a despicable yeena, softly entering the dwelling of the peaceful and happy family, and, in the most mendacious and dastardly manner hooking a whole box of per-cussum! Gentlemen, I will not, I cannot dwell upon the monstrosity of such a scene! My feelings turn from such a picture of moral turpentine, like a big wood-chuck would turn from my dog Rose!

I cannot for an instant harbor the idea that any man in these diggings, much less this ere man, could be guilty of committing an act of such rank and unexampled unexampled discretion. And now gentlemen, after this brief view of the case, let me entreat of you to make up your minds candidly and impartially and give us such a verdict as we might reasonably suspect from such an enlightened and intrepid body of our fellow citizens—remembering, that in the language of Nimrod, who fell in the Battle of Bunker Hill, it is better than ten innocent men should escape, rather than that one guilty should suffer. Judge, give us a chew of tobacco.

A man up town, on going to dinner a day or two ago, found a magnificent turkey, weighing fifteen or twenty pounds, smoking hot on the table. As he smacked his lips in anticipation of his pleasure, he happened to recollect that he had himself purchased a pair of ducks in market that morning, and began to wonder how they became transformed into the dish before him.

"Ben," said he to the boy waiting upon him, "where the devil did this turkey come from?"

SINKING OF THE ROYAL GEORGE.—Our readers will recollect that, during the last few years, frequent mention has been made of experiments to recover articles from this once noble ship. The fact that an immense man of war, lying at anchor in harbor, with fine weather, should have gone down in a moment, carrying more than one thousand persons to a watery grave, considering the strict discipline of the British Navy, was a most remarkable event.

On the 19th of August, 1782, the English man of war, the Royal George, of immense size, three decks, one hundred guns, and nine hundred men, was lying at Spithead, near Portsmouth, ready for sea, and with a large fleet bound for the Mediterranean.—She bore the flag of Admiral Kempenfeldt, a fine officer seventy years old. On that day there were two or three hundred women on board—the wives and friends of the seamen; also a large number of persons with articles to sell to the seamen, making between twelve and thirteen hundred on board on that day. A water cock below the water requiring repair, the ship was careened by changing the guns, &c. When lying in this position, a sloop came along side, with a load of stones, which were deposited on the side of the Royal George which was in the water.—Then the water was admitted into the lower ports. The carpenter became alarmed and told the Lieutenant of the deck; who told him to mind his own business, and did nothing to right the ship; the Admiral being in the cabin. The carpenter again told the Lieutenant that the ship would fill, who at a waiting several minutes, ordered the drums to beat to quarters, that the ship might be righted. At that moment a flaw of wind struck her, she keeled over more, the water rushed into the lower decks, and she filled and went down. Only one of the women was saved. The Admiral and more than one thousand were drowned.

From the Oxford Mercury. MR. EDITOR.—My attention has been called to this subject by the 'Bill of Mortality' which has been furnished by Dr. James Webb for the Hillsborough Recorder. This Bill contains an account of 13 deaths in Hillsborough during the last year, in a population of 1000 souls, exclusive of the pupils in the different schools. If any one could ever have entertained a reasonable doubt of the general health of that village it would be dispelled by the statement of Dr. Webb. But the statement I am enabled to make in regard to Oxford, will establish, for it, still higher claims to the character of a healthy village. I have no means of furnishing you with a Bill of Mortality in Oxford, for the last twelve months, because I was absent the first four; but during the last eight months there has been but one death in Oxford, and that was the death of an infant of only 10 days old. And this period it may be remarked, embraces what is generally considered the most sickly season of the year.

I will merely add that the high character of our population for morality, intelligence, and hospitality renders Oxford a desirable location for those who may wish to retreat from the sickly regions of the State; and the deservedly prosperous condition of our schools, gives it high claims to the consideration of those who may have children to educate.

Very respectfully, JNO. R. HERNDON. Oxford, Jan. 17, 1842.

NOTE BY THE EDITOR.—Oxford contains near 500 inhabitants, exclusive of the scholars in the various schools. OUR GOVERNOR.—It is consoling to think we fight under the banner of an excellent Chief. Our own opinion is that North Carolina never had a better, more efficient, or economical Governor than the present incumbent: and when the time comes for re-election, we will feel no compunctions of conscience in advocating his claims to the utmost of our poor abilities. We would advise our opponents not to make the contest between Morehead and Henry a test of the strength of parties in this State; for they may rest assured that when his present Excellency is brought on the course for a second heat, he will make such a run as was never seen in North Carolina. When his administration is submitted to the people, it will be approved unanimously by acclamation, and even those that vote against him will do it with the conviction that he makes an excellent Governor. Oxford Mercury.

DISTRESSING CASE.—Col Smith, of this county, was on Tuesday 11th inst. returning from a visit to Davidson County, and in attempting to cross the Yadkin River, at the old Trading Ford in a gig, was cast away and drowned. A little negro boy about 12 years old, who was in the gig with him, as well as the horse, was also drowned. The body of Col. Smith was found on the ninth day afterwards, about 1 1/2 miles below. The horse and gig were found a few days afterwards, about three miles below the Ford. The negro had not been found when we last heard from the neighborhood. Col. Smith has left a large family of children by his first wife, and a widow. He had been married to his last wife only about one month. He was an energetic, practical man of sound principles, and much esteemed by his neighbors. To his family, his loss is a terrible stroke. Salisbury Watchman.

A man up town, on going to dinner a day or two ago, found a magnificent turkey, weighing fifteen or twenty pounds, smoking hot on the table. As he smacked his lips in anticipation of his pleasure, he happened to recollect that he had himself purchased a pair of ducks in market that morning, and began to wonder how they became transformed into the dish before him.

"Ben," said he to the boy waiting upon him, "where the devil did this turkey come from?"

"Why, sa," replied Ben, "dat ar turkey is bin roostin' on our fence dis tree night, an' dis mornin' I seize him for de rent ob de fence?"

SPLENDID LOTTERIES FOR FEBRUARY, 1842.

J. G. GREGORY & CO., Managers.

\$25,000—\$12,000. VIRGINIA LEEBURG LOTTERY, Class C for 1842.

To be drawn in Alexandria, Va. on Saturday, February 5, 1842.

Table with 2 columns: Prize amount and Quantity. Includes prizes of \$25,000, \$12,000, \$5,000, \$2,000, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50, \$1.25, \$0.625.

3 Capitals of \$25,000—amounting to \$75,000!

UNION LOTTERY, Class No. 1, for 1842.

To be drawn at Alexandria, D. C. on Saturday, the 12th of February, 1842.

Table with 2 columns: Prize amount and Quantity. Includes prizes of \$25,000, \$12,000, \$5,000, \$2,000, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50, \$1.25, \$0.625.

VIRGINIA MONONGALIA LOTTERY, Class C for 1842.

To be drawn at Alexandria, Va. on Saturday, February 19th, 1842.

Table with 2 columns: Prize amount and Quantity. Includes prizes of \$25,000, \$12,000, \$5,000, \$2,000, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50, \$1.25, \$0.625.

100 Prizes of \$1,000 amounting to \$100,000 Dollars.

UNION LOTTERY, Class No. 2, for 1842.

To be drawn at Alexandria, D. C. on Saturday, February 26, 1842.

Table with 2 columns: Prize amount and Quantity. Includes prizes of \$25,000, \$12,000, \$5,000, \$2,000, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50, \$1.25, \$0.625.

J. G. GREGORY & CO., Managers. Washington City, D. C.

The Drawings will be sent to all who order as above, as soon as over.

JAMES PHALEN & CO. MANAGER'S OFFICE, Corner of 6th st. & Pennsylvania avenue, Washington City.

FOR FEBRUARY, 1842.

We present to our patrons some of the very best schemes for February. Capitals \$50,000 in \$10,000 Prizes, \$32,000, \$30,000, &c.; and we advise all who want prizes to send their orders to JAMES PHALEN & CO., Washington. Prizes of \$30,000, \$20,000, \$15,000, \$12,000, \$10,000, &c. have been sold within a short time, and in every instance the cash paid.

FIFTY THOUSAND DOLLARS. 100 PRIZES OF \$1,000 IS \$100,000.

To be drawn February 5th, SCHOOL FUND LOTTERY—Class 267.

Table with 2 columns: Prize amount and Quantity. Includes prizes of \$10,000, \$5,000, \$2,000, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50, \$1.25, \$0.625.

Tickets only \$10.—Halves \$5.—Quarters \$2 50.—Certificates of Packages of 25 Whole Tickets \$120.

To be drawn February 12, SCHOOL FUND LOTTERY, Class 278.

Table with 2 columns: Prize amount and Quantity. Includes prizes of \$10,000, \$5,000, \$2,000, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50, \$1.25, \$0.625.

Tickets only \$10.—Halves \$5.—Quarters \$2 50.—Certificates of Packages of 25 Whole Tickets \$120.

To be drawn February 19, SCHOOL FUND LOTTERY, Class 279.

Table with 2 columns: Prize amount and Quantity. Includes prizes of \$10,000, \$5,000, \$2,000, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50, \$1.25, \$0.625.

Tickets only \$10.—Halves \$5.—Quarters \$2 50.—Certificates of packages of 25 whole tickets \$120.

To be drawn February 26th, 1842, School Fund Lottery, Class 285.

Table with 2 columns: Prize amount and Quantity. Includes prizes of \$10,000, \$5,000, \$2,000, \$1,000, \$500, \$250, \$100, \$50, \$25, \$10, \$5, \$2.50, \$1.25, \$0.625.

Tickets only \$10.—Halves \$5.—Quarters \$2 50.—Certificates of 25 whole tickets \$120.

All orders addressed to James Phalen & Co., Managers, will meet with prompt and careful attention.