

THE CAROLINA REPUBLICAN.

ASK NOTHING THAT IS NOT RIGHT—SUBMIT TO NOTHING THAT IS WRONG.—Jackson.

VOLUME I.]

LINCOLNTON, N. C., APRIL 3, 1849.

[NUMBER 17.

THE CAROLINA REPUBLICAN. A Family Newspaper:

DEVOTED TO
Politics, Education, Agriculture, Domestic and
Foreign Intelligence, The Markets,
and Amusement.

J. M. NEWSON.

LAW OF NEWSPAPERS.

The following are the rules of Law:

1. The subscribers who do not give express notice to the contrary, are considered as desiring to continue.
2. If subscribers order the discontinuance of their papers, the publisher may continue to send them till all the cash charges are paid.
3. If the subscribers neglect or refuse to take their papers from the offices to which they are directed, they are held responsible till they have settled their bill and ordered their paper discontinued.
4. If subscribers remove to other places without informing the publishers, and the paper is sent to the former direction, they are held responsible.
5. The Courts have decided that, refusing to take a paper or periodical from the office, or removing and leaving it not called for, is "prima facie" evidence of intentional fraud.

Postmasters would do well to keep a copy of this.

THE CENTRAL RAILROAD.

Address of Representatives from Cabarrus
Rowan and Davie.

TO OUR CONSTITUENTS:

Fellow Citizens: Having taken an active part in the late Legislature, in procuring enactment of a Charter authorizing the construction of the North Carolina Rail Road, in order to prevent a misconception of our course, and in order that that important act itself may be properly understood and appreciated, we deem it expedient to give a brief history of its progress through the Assembly—to set forth its probable effects upon the condition of our own countrymen, and its claims upon their favorable consideration.

It is known to most of you, that previously to taking our seats in the General Assembly, whilst yet among you, we, as well as most of the Western members, were declared advocates of a Charter to make a Rail Road from Charlotte to the town of Danville, in Virginia. With great zeal, and in good faith we set out in an endeavor to accomplish this purpose. This pledge, and this endeavor, were predicated upon what we regarded, as a fixed fact, to wit: that the Rail Road authorized by the Virginia Charter from Richmond to Danville, would be speedily made, and that no shade of uncertainty rested upon that event. We had not been long in the city of Raleigh, however, before we found out that the eventual success of that measure was extremely doubtful, and from all the information we have been able to obtain in relation to it, we are compelled to rest upon the conclusion that it either never will be made, or if made at all, it will be so long before it is done, as to make it folly in us to wait for its execution before we attempt something of our own State. We discovered also, that any patriotic sons of North Carolina, in that patriotic and enlightened body were averse to an enterprise which would carry the trade of these fertile regions, in both directions, immediately beyond the borders of our State. They had long seen and deplored the want of a community of feeling and interest between the Western and Eastern portions of the State: they knew well as we all know, that our enfeebled condition is in a great measure owing to this unnatural estrangement, and they strongly deprecated a plan which was forever to perpetuate this state of things. They said they thought that they could devise a scheme which would answer all the purposes of agriculture, and at the same time prevent this severance and alienation between brothers. They said it was true that unless something was offered that might better claim our attention, they had no right to stand in our way, and prevent us from helping ourselves in any such manner as we could by our own means: and that if this more favorable alternative was offered to the West, they would acquiesce in the grant of the Charlotte and Danville Charter. They pointed, also, to the fact when we arrive at Richmond, we were still 180 miles from sea, and that such a market would by no means answer our agricultural productions. We were therefore, called upon to do so, and we did pause to see what this alternative might be. After the scheme proposed in the Governor's message was rejected, all hope of adjustment seemed to have vanished, this scheme of a Central Rail Road from Goldsboro' to Charlotte was proposed by the Senator from New-Hanover, with the advice and consent of some of us and other members of both Houses, from the East and the West. The leading features of this scheme are, to start at a point where the Rail Road that runs from Wilmington to the Roanoke River intersects with the Neuse, to wit: at or near Goldsboro', in Wayne county, (it being the head of navigation on that river), thence to run through Raleigh and Salisbury to Charlotte. The act further

provides that whenever one million of dollars is taken in stock, by individuals, the State is to subscribe two millions. It also makes a provision, by which the Raleigh and Gaston Railroad, (now the entire property of the State) will be saved from ruin; this provision is, that one half of the stock of this road shall be surrendered to the former stockholders, and they be released from all their liabilities (which are very greivous) upon condition they put five hundred thousand dollars worth of work on the road. This central scheme had one advantage over all others ever proposed in the Councils of our State of drawing together and harmonising the discordant and long alienated divisions of our State. It presented the further advantage of falling in with the tide of travelling, and of supplying "the wanting link" in the vast chain of Railroad that stretches (with this exception,) from the Lakes to the waters of the Mississippi. It had the advantage also, of conducting us (with only about twenty-five miles difference in distance) to Richmond, where our chosen scheme the Danville improvement, proposed carrying us: and over and above this, to Petersburg, to Norfolk, to Raleigh, to Newbern, and to Wilmington. It promised to indemnify the State in the large outlays which had been made in the two Railroads already in operation by bringing up the value of the stock. It called for much less money from individuals, and therefore, seemed much more likely to succeed, than the other scheme. Norfolk, Newbern and Wilmington, are all near the seaboard, and are therefore, for all grain, much better markets than Richmond could be. Wilmington, in particular, is the best market for an interior country, of any port in the Southern States. Upon the whole, the alternative proposed in this scheme, embraced far more than we asked or expected. Who that loved the Old North State? Who that rejoiced in her strength and pride of character, could halt between two opinions? Who doubt or hesitate? We did not. We gave up at once, our preference for the Danville Charter, and in so doing, we think we have met the just expectations of our constituents, and of all the friends of Western Carolina. We think too, that in so doing, we have opened a way for the redemption of our declining fortunes.

Now, as to the practicability of the proposed scheme: from Charlotte to the Yadkin River, (46 miles) we know from personal observation, that the ground is highly favorable for the construction and keeping up a work of this kind. A direct line between these points, would be well adapted to such a road; but defecting either to the right or the left, we have a country that cannot be surpassed in suitability, by any in the State at the same distance from the sea. From Goldsboro' to Raleigh, reckoned at 45 miles, there is a uniform plain abounding in the very best timber. On both these sections, labor is cheap, and provisions plenty. The probability is, that these two sections can be constructed at the very lowest rate which is given for such work. We would suppose that eleven thousand dollars a mile would be an ample estimate for this part. Allowing for deviations, and leave no room for caviling, we would put the whole distance from Goldsboro' to Charlotte at 210 miles, (though many think it less.) Taking of these ninety-one miles, there will be 119 miles intermediate which is not so well adapted to this kind of improvement. There are many short hills and a considerable number of streams. But we have received positive assurance that the profile of this section is very nearly, if not quite as good, as that upon which the Charlotte and South Carolina road is located; and better than that over which the great Georgia roads are laid. These roads are laid with heavy T iron, under the supervision of those accomplished engineers, the Garnetts, cost only thirteen thousand dollars per mile, including cars, depots, water stations, work shops, offices, and in fact, every thing complete. But if we are safe in our first calculation, there will be enough money left of the proposed three millions to allow \$15,958 per mile for the intermediate 119 miles of difficult country. With the same skill employed in the survey and estimates we need not have the least fear, therefore, as to the sufficiency of the sum proposed in the Charter.

Nor have we the slightest doubt as to the PROFITABLENESS OF THE STOCK. In the first place we will promise that the average stock of the Rail Roads in the United States pays a clear profit of seven per cent. We have the very best authority for saying this. The information is derived from the official reports of the Rail Road Companies published in that safe and cautious periodical, the Rail Road Journal. Again, we have the fact stated in the same Journal, and confirmed by many others, that there is no well made Rail Road in the United States, but what pays six per cent. on its capital stock, and often more. Furthermore we are equally well established in the fact that these Railroads in Georgia, (not one of which is finished) pay, and have been paying for three years past, between six and eight per cent. on the stock subscribed. Georgia is stretching her iron arms towards Nashville, in Tennessee; Montgomery and Mobile, in Alabama, and is looking with anxious eyes towards Pensacola, in Florida. Congress has been invoked to assist in doing this last work, with some prospect of a favorable response. She has not, as yet, put herself

in communion with either of these places, but no one doubts her ability to do so. As we said before she is already making her 7 per cent. profit; what will be the effect of completing these connections, it is not possible even to conjecture. Whatever the result may be, it will eventually conduce to the value of our Road, for they form its South-western continuation. It is in fact, so much done for us. Look at the pursuits, the institutions, and the social inducements within our own borders, that are strung along this route. All of these are destined to produce *easy travelling*. This term is used to signify trips upon a part of a given road, without going through its whole extent, and is generally far more profitable than what is called *through travelling*. Between Wilmington and Weldon, it amounts to more than double the income of the other, although the country over which it passes is generally barren, and unimproved. The late Governor of the State, a very cautious and intelligent gentleman, has shown by some statistics, which he laid before the General Assembly, that about four hundred thousand of the people of this State reside within fifty miles of the proposed work; we will add that they are among the most thrifty and well informed of our citizens. Consider how much of this population will be put in motion on business within the State. There is the Mint at Charlotte the Iron Mines and Furnaces in Lincoln, Gaston, and Catawba. The Gold Mines in Mecklenburg, Union, Cabarrus, Rowan, Davidson, Randolph and Guilford. The Banks, at Charlotte, Salisbury, Salem, Hillsborough, and Raleigh. The excellent Schools and Academies, (Male and Female) in nearly every County in the whole line and above all the University of the State. There are the Courts and the Clerk's Offices along the route, and the Supreme Court at Raleigh. The Legislature, the Governor's Office, the Comptroller's and Secretary of States' Office. The Institute for the Deaf and Dumb, and the Hospital for the Insane. There are all the Trades and Professions from one end of the proposed work to the other. There are the strong ties of social and domestic character; all, tending strongly and abundantly to create way travelling. How many of these 400,000 will have some surplus to send to market, and how many will go with it, is scarcely within the range of conjecture.

Can any one doubt who looks at these things, but that enough of travelling and other business will gather upon this Road to give it constant employment and is synonymous with profitable employment. It may be said that the Wilmington Road if completed to Manchester, will take off so large a share of the travelling as to leave the road unsupported. That this route will take a share of the *through travelling*, is undeniable. But when we think of the vast amount of this kind of travelling that the boats on the Mississippi and the sea packets now carry, and reflect that most of this will inevitably take a Rail Road whenever one is made *throughout*, we ought not to covet all this custom.

That we shall have our share of it, the superiority of our climate, and the lively and interesting face of the country, with all its other natural advantages, will amount to a full security. We shall undoubtedly, obtain enough with the travelling above suggested, to make the investment a good one. These are considerations that mostly address themselves to the capitalists—to the class of our citizens who have the money, and are seeking to put it out at profitable rate of interest.

But there are considerations beside these that appeal strongly to the bosom as well as to the pocket of every farmer. Let him look to the fact that as things now stands he toils and sweats the year through, and lays up nothing at the end of it. His lands are wearing out for the want of a motive to preserve and improve them. His sons and daughters are growing up without the benefit of a refined education because he has not the spare cash to send them to the higher seminaries. His live stock are degenerating: his buildings and fences are going down: his neighbors and friends are leaving for the "far West," and himself constantly growing more captious and discontented. It is needless to say why these things are so: you all know the cause of it, and we will therefore only proceed to say that this plan opens a prospect for a deliverance from this melancholy condition. In the first place, the expenditure of three million of dollars among the laboring classes will of itself produce a state of prosperity. Business will become brisk. The price of all kinds of labor will rise. Every species of produce will sell higher, and a general activity and spirit will prevail in all the departments of industry. Neither will these incidental advantages cease on the completion of the work. They will become less important, it is true, after operations shall have begun upon the road itself; but even then hands will find employment in repairing and superintending the work, preparing fuel, attending water stations, depots, &c. &c. These will sustain a limited but perpetual market all along the line. But then will come in also the great and more extended benefits for which the work was undertaken. Everything that can be grown upon the farm—every thing that can be fashioned in the workshop, or made in the factory—every mineral that can be dug from the earth, and every animal we rear from a chicken to an ox can be sent speedily to some one of the markets

within our reach and sold at prices at least double those now obtained for them. In the mean time the farmer may keep his hands and horses at work upon his plantation—save the wear and tear and breakage of his wagons and gear, and escape the hardship and exposure to which the present modes of transportation expose him. In connection with this part of our subject we would direct your attention to that most wonderful discovery of modern times the *telegraph*. It is a small piece of machinery with wires branching off in different directions along which the lightning is sent to carry news. Every Railroad is obliged to have this invaluable appendage. By this means the state of the several markets can be known in a few seconds at any and every depot along the whole line; so that if corn and flour should take a sudden rise in Charleston, Wilmington, Newbern, Norfolk, or Petersburg, the officer of the Railroad at that place or some confidential friend has the telegraph at Salisbury or Concord set to work, and before a man can walk to his stable, bring out a horse and saddle him for his journey, the same fact is made public in your own country town. You see that this secures you against *runners and speculators*, and enables you to avail yourselves of the best market in the very shortest time. But this is not the only benefit which the farmer may expect from this great undertaking.

The increase in the value of land is a consideration of great magnitude. Only a few days ago, it is a notorious fact that lands of a fair quality numbering several thousand acres lying in the county of Davie, some seven or eight miles from the town of Salisbury, some of them on the Yadkin River, sold at public auction on a long credit for less than three dollars an acre. Such lands in the State of Georgia lying within seven or eight miles of any point of any of her Railroads would command at least twelve dollars an acre; that a like appreciation will take place in these very lands and in all others similarly situated, if this road is made cannot be doubted for a moment. We do not rest this assertion upon mere conjecture: like results will follow from like causes all the world over: attend then to the following facts.

The Citizens of Wilmington subscribed to their road as much as all their houses and lots were assessed at the year before. At the last assessment the same property was valued at more than double its former rate. Again, the Comptroller's books show that eight hundred thousand dollars of value has been added to the taxable lands in four counties through which the Wilmington Rail Road passes, since it has been put into operation. The lands lying along the line of the Raleigh and Gaston Rail Road (although misfortune has beset this work in every other particular) have greatly increased in value. The same thing can be said of the Charlotte and South Carolina Rail Road although there is not yet a single mile of it brought into use. The lands between Haw River and the Catawba in point of natural fertility will compare favorably with any in the Atlantic States and when the improved modes of husbandry which modern science and experience have developed shall have been applied to them and this new stimulus shall have invigorated the industry of our agriculturists, what wonders of improvement may we not expect to see in this favored region! This enhancement in the value of our real estates will not be confined to the course of the projected Rail Road: It is well known to us and to most of you that the Yadkin river above the Narrows for 150 miles can be made navigable for steam boats at a very small expense. There is no part of any river in the United States thus remote from the Sea, except the Mississippi and its tributaries, that can compare with it in their natural states, and if it had not been for the insuperable barriers which the slate mountains below us have placed in its current and the shallowness of the bar at its mouth it would long ago have become the great highway of commerce. When it shall be reached with the great work we are now contemplating, the cherished hope of half a century will be realized. The rich bottoms of this beautiful stream and its tributaries will discharge their teeming contents through this artificial channel while the lands themselves will be greatly increased in value. The counties of Rowan, Davidson, Davie and Stokes, that border on the Yadkin and the counties of Surry and Wilkes, which it bisects, will find their account, therefore, in forwarding an undertaking that promises so glorious a result for them. What other hope have they for redemption from their present depressed condition? We forbear to dwell longer upon the cheering prospect which this view of the subject opens upon our vision.

But it will be asked how is the one million required of individuals to be raised?—How are farmers expected to subscribe for stock when it is known, that from causes already pointed out by us, there is but little money among them? We will answer this inquiry by saying in round terms that they may take stock and pay for it without paying any thing in money except the five per cent required to be advanced at the time of subscribing: beyond that sum they need not be called upon to advance another cent. There are thousands of slaves in North Carolina whose labor from the causes adverted to, is utterly unprofitable to their owners. Should these slave owners choose

to change this barren vocation for a contract upon the rail road, they may safely take stock to the amount of half of their intended contract. Experience proves that this is greatly the most profitable employment that ever slave labor engaged in as a general business. At the estimates above stated, a few miles of Rail Road would keep a whole neighborhood in employment for a year or so. The most satisfactory assurances will be given by the Commissioners who take the subscriptions that subscribers shall in all cases be preferred in letting out contracts. It is not in this business as it is in some other badly managed concerns, that contracts are let to the lowest bidder, independent of his skill or ability, or any other consideration. The Engineer makes the estimate according to a fixed rate, (say so much for the cubic yard) and then he gives the execution of it to those who are from all circumstances best entitled: always in a case like this, preferring those that have subscribed, and in all cases distributing this patronage as equitable as possible, so as to give every subscriber a chance. Five per cent has to be paid in advance upon every subscriber. This is the positive requirement of the Charter; but, after that, it will readily be seen, that were the above arrangement is made, no more money will be paid out; but on the contrary, money for half the price of the contract will constantly be coming in, and if the subscriber takes a contract, that will enable him to get double the present hire of his slave: Or, if he can hire his slave for double their present hire, he gets his stock without paying a cent for it, as compared with his former profits.

But if the hire of negroes shall not rise quite so high, the nearer it approached that point, the nearer the farmer will come to the result above indicated. But suppose it does not rise at all, then we simply say he can pay for his stock by the hire of his slaves. Then how does he stand? He has lost the labor of his slaves for one or two years: this labor was not profitable to him on his farm. He has doubled the value of his lands. He has secured for his future slave labor a fair reward for all time to come; and beside, he is the owner of so many dollars worth of stock, paying (we devoutly believe it,) not less than six per cent. per annum. The two millions which the State pays will render it quite convenient for this arrangement to be made in every instance; and we can vouch that it will be made in every instance where it is desired. But we have heard it objected that the work will be begun at Goldsboro', far in the East, and that it will be a long time before we can have any of these promised benefits. To this, we answer, that in all probability the work will be begun at Raleigh, and move towards the West directly; and as soon as the South Carolina Road is finished to Charlotte, it is believed that operations will begin at that point, also.—Our ground for the first opinion is that the State is now the sole proprietor of the Raleigh and Gaston Road; it has hitherto been a losing concern, but as soon as the Western trade shall be opened upon it, it is manifest that it shall begin to revive. It is, therefore, clearly the true policy of the State thus to begin, and thus to carry on the work. The State will have by means of its superior amount of stock a controlling voice in directing the affairs of this company, and we may be sure the undeviating principle of self interest will in this case, as in all others, prevail. Our ground for believing that the work will be begun at Charlotte at a proper time, is that, in all the conversations we had with influential and leading men in the East, it was conceded that as so little had ever come from the State Treasury to this part of this State, we had a right to insist upon an early application of the benefits of this work to our present necessities. The just and liberal feeling of the present Governor towards the West, and the exalted character of his Council, leaves us no ground to apprehend that any of our reasonable demands will be refused.

We, your Representatives, in the General Assembly, think we have done our duty in bringing before our fellow-citizens a plan so liberal and comprehensive. It now remains for the people to do their duty. If the undertaking shall fail now, the longest liver amongst us need never expect to witness the recurrence of such another offer. A thicker darkness will settle on our fate—despondency will sink deeper into our hearts, and it would have been far better that this effort had not been made. But, let us cheer up. There is too much at stake to doubt of success. The response throughout the country thus far has been encouraging and on every hand we here of preparations being made for a mighty effort. Able and patriotic men are taking up the matter in earnest: a spirit of enquiry is extending itself—real estate is already beginning to rise in value, and the prospect around us is brightening. Let us then lift up our hearts in the fervent hope "The best of our days are coming."

With the utmost respect your ob't servants,
JOHN A. LILLINGTON,
Senator from Rowan and Davie.
H. C. JONES,
Commoner from Rowan.
REFUS BARRINGER,
JOSEPH W. SCOTT,
Commoners from Cabarrus.

ELEVATED.

A farmer was elected to a corporalship in a militia company. His wife, after discoursing with him some time upon the advantage his family would derive from his exaltation, inquired, in a doubtful tone, "husband, will it be proper to let our children play with the neighbors?"

When the above chap, a few days afterwards was going to parade, in full fig, his sword got between his legs and he fell off the stoop. His affectionate spouse hastened, with the greatest solicitude, to help him to rise, when he indignantly exclaimed "go in woman! what do you know about war?"

BEARDING AN EDITOR.

On Saturday evening we were honored with a visit from a tall, gaunt wiry looking individual with a cadaverous and unceremonious look, and an uncertain and restless air. When he spoke he puckered up his mouth and nose, and his voice came forth with a sort of a wheeze, as if the exertion were too much for the lungs. His front teeth projected considerably from his mouth, which gave him an irresistibly amusing appearance. We couldn't repress a smile as he laid down his bundle and asked—

"Is the Editor to hum?"
"That's us, sir," said we.
"Wall—I'm nassion glad I happened to light on you!"
"Thank you."
"Y-e-s!" responded he playing with his button hole.
"Anything else, sir?"
"Wall—nothing special! I thought I wouldn't mind the trouble of juss droppin in and seeing about that artikell of mine, seen, as how I was down."
"Article?"
"Y-e-s!"
"Dont understand you."
"No? That piece which you said was a gem about the Mexican war. Our school master wanted to fill me, and make me believe that you was only stuffin' when you said it was a 'crustation from the mind of genius.'"

"Now, is it possible?"
"Wall—'tain't nothin' else! But I thought if as how you was stuffin', you might juss take a choice of one of these here *pis-tills*, and settle the matter at once!"
"Why, my dear sir,—"
"Then you wa'n't a tryin to fill me?"
"Certainly not!"
"Wall—that 'amen honorable' is sufficient.—And, now I'm off."
So saying he picked up his bundle and left. We like his writings better than his looks and manners.—*Fredic (Md.) Examiner.*

JEFFERSON'S POLITICAL CREED.

1. The essential legal equality of human beings.
2. The people the only source of legitimate power.
3. The absolute and lasting severance of church and state.
4. The freedom, sovereignty, and independence of the respective states.
5. The union a confederacy, compact, neither a consolidation nor centralization.
6. The constitution of the union a special written grant of powers, limited and definite.

- Again:
1. No hereditary office, nor order, nor title.
 2. No taxation beyond the public wants.
 3. No national debt, if possible.
 4. No costly splendor of administration.
 5. No proscripton of opinion, nor of public discussion.
 6. No unnecessary interference with individual conduct, property or speech.
 7. The civil, paramount to the military authority.

- And again:
1. The representative to obey the instructions of his constituents.
 2. No favored classes, and no monopolies.
 3. Elections free, and suffrage universal.
 4. No public moneys expended, except by warrant of specific appropriation.
 5. No mysteries in Government inaccessible to the public eye.
 6. Public compensation for public services, moderate salaries, and pervading economy and accountability.

JEFFERSON'S RULES OF LIFE.

1. Never put off till to-morrow what can be done to day.
2. Never trouble others to do what you can do yourself.
3. Never buy what you do not want because it is cheap.
4. Pride costs us more than hunger, thirst and cold.
5. We never repent eating too little.
6. Nothing is troublesome that we are unwillingly.
7. How much pain those evils cost us which never happened.
8. Take things always by their smooth handle.
10. When angry always count ten before you speak.

ANECDOTE OF THE PRESIDENT.—It is stated that Judge Mason, Secretary of the Navy just before retiring from office called upon President Taylor with the bill which had passed through Congress resorting certain officers of the Marines to their places, in order to consult him in regard to some ques-