

# LINCOLN COURIER.

"THE PUBLIC GOOD SHOULD EVER BE PREFERRED TO PRIVATE ADVANTAGE."

VOLUME 5.

LINCOLNTON, NORTH CAROLINA, SATURDAY MORNING, DECEMBER 8, 1849.

NUMBER 37.

PRINTED AND PUBLISHED WEEKLY, BY  
THOMAS J. ECCLES.

TERMS.—Two dollars per annum, payable in advance; \$2 50 if payment be delayed 3 months. A discount to clubs of 3 or more. Advertisements will be conspicuously inserted, at 5¢ per square (14 lines) for the first, and 25 cents for each subsequent insertion.

From the Greensborough Patriot,  
North Carolina Rail Road  
Convention.

GREENSBORO, Nov. 29, 1849.

The Delegates appointed in the various counties interested in the great work chartered by the Legislature of the State at its last session, assembled in the Presbyterian church, at half past 11 o'clock, and were called to order by John A. Gilmer, Esq.—on whose motion, George Davis, Esq., of Wilmington, was called to the Chair, and, on motion of Gen. Edney, Charles C. Raboteau, of Raleigh, and D. F. Caldwell, of Guilford, were appointed Secretaries.

The Convention being thus temporarily organized, after some conversation as to the proper course to pursue, on suggestion of Calvin Graves, Esq., the Secretary proceeded to call the roll of counties, when the following were found represented by the Delegates named:

**Alamance**—Daniel Harden, John Harden, John Holt, Jesse Grant, Wm A. Carrigan, Benjamin Trolinger, Henry C. Trolinger, Joseph W. Steele, David L. Ray, Wm. Trolinger, John C. Turentine, Thompson Murray, Robert McCaully, Benjamin F. Morton, Samuel Kerr, Giles W. Mebane.

**Buncombe**—James M. Patton, Marcus Edwin, John E. Patton, N. W. Woodfin, Bolin M. Edney.

**Brunswick**—Dr. Fredrick J. Hill.

**Burke**—W. W. Avery, John H. Murphy, Alexander Duckworth.

**Craven**—C. B. Dibble.

**Caswell**—Calvin Graves, James N. Fuller.

**Chatham**—Joshua Lindley.

**Cabarrus**—W. W. Rankin, J. M. Long, E. D. McKee, Rufus Barringer.

**Cherokee**—A. T. Davidson.

**Davidson**—J. W. Thomas, James A. Long, H. Ledford, Charles Hoover, T. W. Simpson, Eli Harris, Henderson Adams, Thomas Jones, P. K. Rounsaville, Charles Mock, A. G. Foster, J. L. Clemons, E. E. Pitts, Rev. T. McDonald, H. Brown, H. Brummett, J. M. Leach.

**Guilford**—John M. Morehead, John M. Dick, Joel McLean, Eli Smith, Ludwick Sumners, Francis L. Simpson, J. M. Cunningham, James W. Doak, Samuel Dwiggins, Eliza Coffin, John Hunt, J. W. Field, John Carter, F. Fenrist, F. Elliot, Abram Clapp, Ralph Gorrell, John A. Gilmer, D. F. Caldwell, A. Bevil, John Wharton, Joseph Gibson.

**Johnston**—John McLeod.

**Lincoln**—Wm P. Byrum.

**Mecklenburg**—C. J. Fox.

**McDowell**—Dr. S. J. Erwin.

**New Hanover**—Dr. F. J. Hill, Alex. McRae, P. K. Dickinson, O. G. Parsley, J. H. De Rossett, Jun., Rev. M. Robbins, Aethro Bailard, George Davis, Eli W. Hall.

**Northampton**—Edmund Wilkins.

**Orange**—W. J. Bingham, C. C. Tinnin, Jas. F. Pasterson, John H. Webb, Wm. Webb, O. F. Long, Edwin Heart, John Cameron, Ex-Gov. Swain, Joseph Fair, Richard Ashe.

**Rowan**—John W. Ellis, John B. Lord, John I. Shaver, John D. Brown, William Overman, H. James, Calvin S. Brown, Myer Myers, Dr. A. M. Henderson, H. L. Roberts, Jeremiah Clarke, H. C. Jones, Dr. Samuel Kerr, J. F. McCorkie, E. D. Austin, John K. Graham, Osborne G. Ford, Charles L. Torrence, Luke Blackmer, J. C. Barnhardt, Paul M. Herbig, Joseph F. Chambers, Joel H. Jenkins, William M. Barker, Caleb Klatts, J. M. Coffin, J. A. Worth, J. J. Bruner.

**Rockingham**—Joseph Holderby, Rev. B. Field, E. S. Morris.

**Randolph**—R. M. Blair, Allen N. Tompkinson, M. W. Leach, J. P. Russ, C. M. Lines, Robert Gray, Thomas Rice, M. W. Long, Alexander Robbins, Am. Robbins, J. W. Long.

**Rutherford**—J. G. Bynum, J. J. Erwin.

**Wayne**—J. W. Sasser, Jas. Griswold.

**Wake**—R. M. Saunders, George W. Mardet, Charles L. Hinton, Charles C. Raboteau, Dabney Cosby, Dr. Longdon C. Manly.

**Petersburg, Va.**—H. D. Bird, Thomas White, Wm. Lea, Joseph Dunn, Edward Graham.

**From Petersburg Rail Road Company**—H. D. Bird.

**From Greenville and Roanoke Rail Road**—H. D. Bird, Edmund Wilkins.

Gov. Morehead rose and said we had an opportunity to elect a President of the Convention who would do honor to the State; and proceeded to pass a high

eulogium upon Calvin Graves, of Caswell, who had given the casting vote by which this charter had been passed; and concluded by moving that he be unanimously appointed President of the North Carolina Railroad Convention. The proposition was received with applause.

And the question being put by the Chairman, the motion was unanimously adopted.

Whereupon, the Hon. Calvin Graves was conducted to the Chair by Governor Morehead, and tendered his thanks for this mark of the regard and confidence of the Convention. The occasion which had called us together was one of great magnitude. The eyes of the people of the State were turned upon us, with the most cheering anticipations that from the deliberations of this body, this great enterprise might be strengthened and matured. He trusted their anticipations would be realized. When we turn our eyes to other States and see what they have done, the inquiry was naturally presented, how can there be any difficulty about the construction of this Road? He referred to the statistics of England upon the subject. There they had expended two hundred millions of pounds sterling in Railroads; and the great difficulty with which they had to contend was in obtaining the right of way, which frequently cost from \$60,000 to \$70,000 per mile. All this in a country not so large as some of our States! When we cast our eyes abroad upon our own country—to Massachusetts, New York, Pennsylvania and other States North; to South Carolina and Georgia on the South, and everywhere to the great West, and see the great works of improvement proposed and accomplished—should it longer be said that North Carolina was unable and unwilling to accomplish what had been done by all? He trusted not. Better that we had never existed as a State, than manifest by our apathy and inactivity that we are unable and unwilling to do any thing. Better wipe out our State lines and give up the administration of affairs to our neighbors, than to make the humiliating acknowledgment that we are unable to take care of our own interests and to take a respectable position in the great race of improvement. He closed by saying he had taken his position on this subject—he had planted his foot—and whatever objections might be raised, he would continue to beat back opposition and stand up for what he believed to be the true interest and glory of his State.

On motion of H. C. Jones, the following gentlemen were appointed Vice Presidents of the Convention, viz:

Hon. R. M. Saunders, of Wake; Dr. Frederick J. Hill, of Brunswick; Hon. John W. Ellis of Rowan; Col. John McLeod, of Johnston; Gen. John G. Bynum, of Rutherford; Ex-Gov. Morehead, of Guilford.

On motion of H. C. Jones the organization of the Convention was completed by the appointment of the following Secretaries, viz: Charles C. Raboteau, of Wake, and D. F. Caldwell, and L. Swain, of Guilford.

Ex-Gov. Morehead then arose and addressed the Convention in a speech of great power upon the practicability of the Road and the mode in which it can be constructed—concluding with a motion that a committee of six be appointed by the Chair, to be called the Committee on Subscriptions, whose duty it should be to make out a list of the absolute subscriptions to the stock of the Road, as definitely as they can be ascertained, examine the subject of subscriptions, absolute and conditional, and make a detailed report to-morrow.

The question being put, the motion was unanimously carried.

The President appointed the following gentlemen to compose said committee, viz: Messrs. Morehead, of Guilford; Mebane, of Alamance; Thomas, of Davidson; Jones, of Rowan; Mordet, of Wake, and Dickinson, of New Hanover.

**Afternoon Session.**

A loud and unanimous call being made for Gen. Saunders, that gentleman arose, and intimated his purpose to address the Convention at some time during its session;—but he was preparing a resolution which called for definite action, and which he intended to present. He came forward to assist under the banner of the gentleman who addressed us this morning, and to push forward this great enterprise. The speech of Gen. S., though short, was strong and eloquent, and received with great applause. He concluded by presenting the following resolution:

**Resolved**, That a committee of eleven be appointed by the President, whose duty it shall be to inquire and submit the most eligible plan for increasing the subscription necessary for raising the

one million of dollars as prescribed by the charter; provided it should appear that a sufficient sum has not already been subscribed for that purpose.

Hamilton C. Jones, Esq. being called for, addressed the Convention in a characteristic, strong and able speech—in which he asserted the ability of the people of North Carolina to accomplish this work; and enforced, very emphatically, its practicability and ultimate success. The people represented by him and his colleagues were deeply interested in this Road—they looked upon it as their only hope—and should it fail, thousands of them must leave the country.

Gen. Edney and Mr. Dibble made a few remarks, after which Mr. Davis being loudly called for, addressed the Convention upon the benefits which had resulted from the building of one Railroad in North Carolina. He alluded to the much abused and unfortunate W. & R. Railroad. Mr. D. then proceeded to contrast the former state of Wilmington with its present growth and prosperity—giving glowing accounts of the favorable prospects before the town of Wilmington. Mr. D. also went into an examination of the amount and prices paid by that town alone to New York for articles, abundance of which can be produced and furnished by the Western section of North Carolina, provided this Road was finished.

The President then announced the following committee under the resolution of Gen. Saunders heretofore adopted, viz: Messrs. Saunders, of Wake; McRae, of Wilmington; Griswold, of Wayne; McLeod, of Johnston; Graham, of Orange; Trolinger, of Alamance; Gilmer, of Guilford; Leach, of Mecklenburg; Lord, of Rowan; Fox, of Davidson; and Barringer, of Cabarrus.

And then the Convention adjourned until to-morrow morning at 10 o'clock.

**Friday, Nov. 30.**

The Chair announced that the first business this morning would be the reception of Reports from Committees.

Whereupon, Gov. Morehead, from the Committee on Subscriptions, observed that the committee would soon be ready to report; and in the meantime, he called upon any gentleman present who was in possession of any information to communicate to the Convention, to do so.

W. W. Avery, Esq. then addressed the Convention, presenting the following communication from S. Moylan Fox, Esq. the Engineer on the Buncombe Turnpike Road:

L. T. AVERY, Chairman, &c.

Dear Sir:—Your communication of this inst., informing me of a resolution adopted at a Railroad meeting in this place, requesting my attendance as a delegate from Burke county, to the Railroad Convention at Greensboro', &c., has been received. I regret that my professional engagements compel me to decline the honor intended to be conferred upon me. I feel a great interest in the completion of what I consider the engine of reformation to the whole State—a Central Railroad from Raleigh to Tennessee, connecting our commercial towns with the whole of the interior.

The developments of my surveys for the Western Turnpike have fully established the practicability of extending the North Carolina Railroad west from Salisbury to the Tennessee line, and that at a comparatively low cost. The only doubtful point upon the whole line was the passage of the Blue Ridge, which is the dividing ground between the Eastern and Western waters. This Ridge at the Swannoga Gap is 2940 feet above tide water; while the valley of the Catawba on the one side at Old Fort is 1340 feet above tide, leaving but 1300 feet of elevation on the Eastern side, which can be overcome at a grade of eighty feet to the mile in 13 miles, provided the summit be reduced 260 feet by a tunnel. A tunnel 5000 feet will do this, saving 3½ miles of road. This summit is only as high as that overcome by the Pennsylvania Railroad, and lower than that of Virginia or Maryland.

My estimate of the cost of the Road from Salisbury to the Tennessee line is in round numbers two millions of dollars. This includes all the work and equipment of the road with engines, depots, &c., and I believe it to be a very ample estimate of the cost.

The valleys of the French Broad and Swannoga on the Western side of the mountain rise with a slope of about 20 feet to the mile to within five miles of the Blue Ridge summit—a distance of 55 miles. On the Eastern side the Catawba extends from the foot of the slope necessary to grade up the mountain to the point near the Island Ford, a distance of 66 miles. There is no portion of the

country that I have been in that offers cheaper position for a railway than these 121 miles of valley. For miles together the grading will not cost over 400 dollars per mile. These streams have most of the way broad bottom lands and are remarkably direct.

I consider the work of manifest importance to the whole State, and to all the commercial towns of the States of Virginia and South Carolina. By this route Norfolk is reached in 513 miles; Wilmington in 493 miles; Charleston in 513 miles, and Richmond in 465 miles. All these distances except the last, are many miles nearer than any other route either proposed or constructed. While the route to Richmond is but fifty miles longer than the proposed route through Virginia, and the cost of the route will scarcely exceed one half—a point of great moment, as it will secure the same profit at half the tolls.

From these considerations I have no hesitation in believing that the road must be profitable in itself, and of inestimable value to our eastern roads and towns. With this extension to Knoxville, we will be in direct communication with our great national road to California, and ready to join in the contest with our sister States for the trade and travel to that vast treasure house.

The people of the West are becoming fully aware of the great importance of this work to their future prosperity, and are determined to have a connection with the East. This should be through our own State. And I have no fear that with such a charter as was given to the road from Goldsboro' to Charlotte, we will have difficulty in making the road.

I have the honor to be, very respectfully your obt. serv't.

S. MOYLAN FOX.

Which, being read, was laid upon the table; ordered to be printed with the proceedings of this Convention and the thanks of the Convention were tendered to the author.

Mr. Thomas, of Davidson, remarked that he had had a copy of intelligence to communicate to the Convention; and referred to, and sent to the Secretary's table to be read, a letter from the Hon. Simon Cameron, of Pa. expressing the favor with which Northern Capitalists regarded the charter of the North Carolina Railroad, and asking for additional information in relation to the same, to guide their action in a contemplated investment therein. Mr. T. accompanied this letter with an address to the Convention, in his usually energetic and practical manner.

Gov. Morehead then read a letter from G. B. Manly, & Co., of Lock Haven, Clinton Co. Pa. containing a proposition to take contracts upon the Road to do the grading for 50 miles East and the same distance West of Raleigh, at certain rates named, and furnishing timber, rails, &c. and receive in payment 10 per cent, of stock; or to take fifty miles, on the same condition as before, and employ N. C. laborers, &c., which was read.

Also, as chairman of the Committee on subscriptions, Gov. M. submitted a detailed report of the amount of absolute subscriptions of stock, amounting to \$190,500; which report he followed with a speech full of deep impressed feeling and great power,—listened to with breathless attention and the most intense interest. The gallant and determined spirit of this distinguished gentleman touched every heart in that assembly, and awoke a feeling of enthusiasm and anxiety deep, earnest and fervent as we have ever witnessed.

Gen. Saunders, from the Committee to whom were referred the question of considering the best plan for securing whatever portion of the capital of one million of dollars should be found unsubscribed, according to the terms of the charter, submitted in part the following report:

1. **Resolved**, That so soon as the Company shall be duly organized, it will be both expedient and proper that the President and Directors shall cause the proper surveys and estimates to be made, and the Road to be put under contract on the entire route,—and that the superstructure should be commenced at its point of connection with the Wilmington Road, and also at its western terminus.

2. **Resolved, further**, That the President and Directors, in letting out the contracts for work and materials, shall in all cases give a preference to such stock-holders as may propose or desire to become contractors.

3. **Resolved, further**, That it is highly important and necessary that the whole of the unsubscribed capital of one million should be subscribed before the adjournment of this Convention, and that a subscription be forthwith opened for that purpose.

The question being upon the 1st and 2d Resolutions,—

Gov. Morehead submitted his views against the latter part of the 1st resolution which provided for the commencement of the Road at the point of connection with the Wilmington Road, and also at its western terminus.

Mr. George Davis explained that the object of the Wilmington delegation was that the iron might be brought to Wilmington, and carried on their Railroad with facility and cheapness; and the passage of this part of the Resolution would materially aid the obtaining subscriptions to the stock in that portion of the State.

Gov. Swain then addressed the Convention, proposing a modification of the Resolution that we go the whole Road or none, if that would meet the views of the Wilmington delegation.

Gen. Saunders read the Resolution again, to show that the first part of the Resolution affirmed that the whole Road should be built. He was opposed in Committee to the last part of the Resolution, and was unwilling to trammel the President and Directors by any conditions. He submitted to the Wilmington delegation, to withdraw the latter clause, with the assurance that he would vote for any separate resolution declaring that the whole Road should be built, if any of it, and leave the whole matter to the sound discretion of the President and Directors.

Gen. S. had the authority of the Wilmington delegation to withdraw it, so that the grading of the whole Road should commence on the entire route from Goldsboro' to Charlotte, and proceed *part passu*.

Dr. Hill also stated the reasons of the Wilmington delegation; made a most effective appeal in favor of the work; and concluded by declaring that he would be one of a hundred to take all the stock unsubscribed; one of fifty; or one of ten.

Gen. Saunders then read the 1st Resolution as proposed to be amended by agreement, as follows:

**Resolved**, That as soon as the Company shall be duly organized, it shall be both expedient and proper that the President and Directors shall cause the proper surveys and estimates to be made and the Road to be put under contract on the entire route,—commencing at the Wilmington and Raleigh Railroad, where the same passes over Neuse River, in the county of Wayne, via Raleigh, and thence by the most practicable route via Salisbury in the county of Rowan, to the town of Charlotte, in county of Mecklenburg.

The amendment having met with entire approbation, was adopted nem. con.

And the 1st and 2d Resolutions were then unanimously adopted.

Gen. Saunders then took the floor, and addressed the Convention fully, upon its action so far, and upon the subject of the Road generally. After some remarks highly patriotic and lofty in their bearing, conciliatory towards all differences of views, and tending to unite all interests in the great work before us, he proceeded to deliver an appeal of the most earnest and eloquent character. It was the great speech of the Convention; and we regret that the hurry of going to press forbids even the feeble attempt to do it justice.

Having concluded the question was taken upon the 3d Resolution, which was unanimously adopted.

J. A. Gilmer, Esq. then submitted the following agreement to be entered into by way of securing the stock in the Road, viz:

Whereas, only a part of the One Million of individual subscriptions to the North Carolina Rail Road Company required is taken;

Whereas, the purpose of this agreement is to take and secure the balance of the One Million of said individual stock, not already subscribed, and to be subscribed by others:

We, the undersigned interchangeably agree with each other and said Company, to take each the one-hundredth part of the said balance of the said individual stock:

This agreement to be binding on none, unless one hundred persons or companies subscribe the same, amount to be made up:

Each person or company to be at liberty to subscribe as many shares of the hundred as he or they please, and bound for no more than his or their subscriptions.

Nov. 29, 1846.

**Afternoon Session.**

Ex-Gov. Swain took the floor, and, at some length urged upon the citizens of North Carolina, here assembled, to complete the subscription to the stock of this Road.

Gen. Saunders again addressed the convention. He was ready to devote his time to the success of this great