# THE NORTH-GAROLINA STAR. 

| Ealtw |  |  |  |  |  |  |
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| OL. XLII | WEDNESDAY MORNING, AUGUST 13, 1851. |  |  |  |  |  |
| end of she year. ADVKHTIKIS 81, and 25 centa for | der, from her bedroom window, was in the act of maring from the pateruaimumsion, when the front door hurst open, nad out rushed the Gather, mother, the balance of the children. with sundry darky es, masculine and feminine. ail The rackiabel was as great as that ereated by Signor lago, of Venitian memory, whan bie | ter; annce the sheet of water will be too thin ever to materially injure the land. <br> Now, sir, if i have made myself under stood, the main point in the case is made out ; and all that remains ta be done is to apply | number of shont rows that necesearily oceur in the honzontal caluvation-alleiging that as much work cannot be done. To this objection I will remark, that ou ordinary lying land there are is arany so much increased in length over what they would be if run direedy across the field, that they more than |  | question so often propounded, "will the $N$. C. Railmod ever be bailt" will be anewered by |  |
| miscbulaseots. |  |  |  | this syatem claimed for it that each para you would eultivate the land better nevr the ditcher | pletion of this great work, to you would bo uselesse the proaipt manner in which yog en apnaded to the inviation to take the atock |  |
| aNGLO-SAXON RACE cepsus, taken nlmonst sumul epopulation of the United $\mathbf{S}$ | $\mathrm{gcn}$ | paralled to each other, form a perfect inclined |  | yitehes, than if you ensseel them with the rows, "All is not gold that plittens;" to with | apnaded to the invitations to take the atorls proves that you were follly aware of the ne |  |
|  |  |  |  |  |  | CORREAPONDENCE. <br> It the celeleration of brepking groaid of ine |
|  |  |  | that comprad tot the seringof the tend d | ination. It is subjeet to two objectings_Firsh because in plonghing the herizontal rows-which would be bounded on earh side | from this point wewteand there is not now, nor ever has been, in the bordens of our State for |  |
|  |  |  |  | by the parallel rown to the ditehes, and would be what is technically ealled buting rownyou would have to teru round, making your |  | C. Railroad, in chis plare, the thit juity |
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|  |  |  |  |  |  | vitarions to attend the eeletrintion. them were letters from Hous. C, M. |
| or Eurpean dusetut whid |  |  |  | which would inerease the turning at least fitty per cent-already too arral an objection with |  |  |
|  |  |  |  |  | papulation which will compare favorably whth any oiher on the fire of ching glabe for mopality. | more Railroad; Thes. Swann. Presidenic of the Ballimore and Ohio Railmad, Berf. W. |
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|  |  |  |  |  |  excite them to inemened himduatry. |  |
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|  |  |  |  |  | taking eonatraces so promptly, is a aure guar anty of the apeedy coampletion of ith, and it is |  |
|  |  |  |  | one of the largerkind. I deny, too, that the |  your power to effeet that otjject. <br> Mr. Conner, Presidunt of the B. ©. Ryifroed |  |
|  |  |  |  | mically near the diveh; because the prarallel | A eopy of the Chief Engineer'a mportae- | Mr. Conner, Presidunt of the B. C. Ruilroad Company, ays: |
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|  | tinte tuadied for tle purroue of thoeing:- |  |  |  |  | of ha new uind a great era in the history of North Carolina. <br>  |
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|  |  |  |  | R. h. hardwick. <br> Jocasste, Hancoek Co., Ga.. July 15, 1867. | 1- ${ }^{1}$ |  |
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|  |  |  |  | THE N. C. RAIL ROAD. Oprion of the N. C. Rall Roab. \} |  |  |
|  |  |  |  |  |  | miles an hour, one of the wondern or the wes- <br>  |
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| ing tue freest insiutuon, commendieg the |  |  |  | and elected John M. Morehesd, of Greens. bero', President and John U. Kirhland, of |  |  |
|  |  |  |  |  |  | 6 y nuiltoch, would hero |
|  |  |  |  |  |  | bramge |
|  |  |  |  |  |  | breathe, May the Builosd whioh, your aroabout to commence be ppeedity finisheit, aifl max sou all lize in seo the-blemigge onttly |
|  |  |  | meatis rnaccioa will leedh alit hata terel |  |  |  |
|  |  |  |  | will io appoint Water Guy yan | ( ${ }^{\text {a }}$ |  |
|  |  |  |  | corps of Engineers, and cause the route of the road to be surveyed with dispately, and |  |  |
|  |  | shects of water were moving by the overflowing of the water-furrows passed down | drawn to different points, a hody will be form ed, the diteh filled up with dirt, and the land | aceordingly, by the IBth September, the line of the Road was divided into four Diviaions, |  | out oar common conatry, <br> The nate of Mr. Conrad, Scefetary of War, is copied below. And he lotier oiter. |
|  |  |  |  |  |  | spinta of the Anelear Daminime-is giveg ha <br> fill, and will aifond a peebliar |
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|  |  |  |  | eich Diviton: Thees corpo proseuted their |  | the reader. Pram the Hon C, M. Concali. |
|  |  |  |  |  |  | Wasuixotow, D. C.Jene 28, 1851. <br> Sir--1 have specivei your note of die 23:h |
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|  |  |  |  | the Board of Directora the results of the surveys, - mapa of location and estimates, which being approved by the Direetorn, they ordered |  | inat inviling me to stleni atue Corrmain of Rocking ground of of Jorin C Radi" out the ith of July nest: 1 returi you my sincere thanke for the hiotion |
|  |  |  |  | being approved by the Directora, they ordered the whale line to be pui under cootinelt, ets an |  |  |
|  |  | on which it falls: consequently the water is more equally distributed over the fio'd than if |  | the early day, at the eatimaten of the Engineer, <br> in- eontractors receiving one half of their contracta. nt in eash, the other -half in stock of the Oom- |  | Magmenas viildepive meo it io pleain |
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|  |  | vallies. <br> Again-by the falling of rain the lighter |  | many ${ }^{\text {the eluting of contrete }}$ (or Grading, and |  |  |
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