

# RALEIGH STAR, And North Carolina Gazette.

**NEWEST INVENTION YET.**  
The ladies of Boston, have adopted an entirely new article for the bustle. It is nothing more or less than an india rubber band, charged with common atmospheric air; but we would caution our female friends against the use of this new article, as they are liable to accident. During one of the warmest days of last week, several ladies while promenading the Washington street, were annoyed by their bustles collapsing; and one little miss of sixteen, was thrown violently against a shop window, casting her face shockingly.

**TERMS.**  
Subscription, three dollars per annum—half in advance.  
Persons residing without the State will be required to pay the whole amount of the year's subscription in advance.  
**RATES OF ADVERTISING.**  
For every square (not exceeding 16 lines) this size type first insertion, one dollar; each subsequent insertion, twenty-five cents.  
Advertisements of Clerks and Sheriffs will be charged 25 per cent. higher; and a deduction of 33 1/3 per cent. will be made from the regular price for advertisements by the year.  
Letters to the Editor must be post-paid.

Vol. XXXIII } "NORTH CAROLINA—Powerful in moral, in intellectual, and in physical resources—the land of our sires, and the home of our affections." } No 33  
RALEIGH N. C. WEDNESDAY, AUG. 31, 1842.

**COTTON FACTORIES IN NORTH CAROLINA.**  
There are in this State, 25 cotton factories, running 47,931 spindles, employing 1219 persons, with a capital of 995,300; and located in Chatham 1, Caswell 1, Cumberland 8, Davie 1, Davidson 1, Edgecombe 1, Guilford 1, Lincoln 1, Montgomery 1, Orange 4, Randolph 2, Rockingham 1, Richmond 1, Surry 1, and Stokes 1.—Green, Pat.

**SHE WOULD NOT HAVE HIM!**  
We copy the following account of brutal treatment from the Philadelphia Spirit of the Times:  
"About six months since, a young lady was induced by the earnest persuasion of her uncle, to leave her residence in Michigan, and come to Philadelphia and spend a few days in his family. For a time her situation was as agreeable and comfortable as she could wish, for not only her uncle but her cousins treated her with all the kindness and regard naturally expected from such relatives.  
Her cousins were her companions at the ball, the concert, the lecture, and the little gallantries tendered by them, were greatly appreciated by her. Soon, however, she observed a marked change in the feelings and conduct of one of them towards herself. He had become her lover, and avowed the sentiment. Confused and agitated at receiving a proposal so distasteful and unexpected, she very mildly told him that a prior attachment existed and begged that he would not mention the subject again to her.  
This refusal of his offer of marriage, served but to inflame his passion, and he continued his importunities till her situation under her uncle's roof with him became exceedingly unpleasant and embarrassing.  
At length, her uncle importuned her in behalf of her lover, and even her female relatives, to whom she flew for sympathy, became intercessors for their brother and upbraided her for ingratitude to the family!  
Their proscriptive conduct finally became insupportable. Without a friend to whom she could appeal for protection—and no answers to the letters which she had written to her betrothed in New York and distant relatives having been received, she became aware that they had been intercepted and withheld from her. She was resolved to make her situation known to a neighbor with whom she had become acquainted, in whose family she was much esteemed, and thereupon became an inmate.  
But even here she was not at peace. She was annoyed by every species of persecution. Her trunk was detained from her at her uncle's house; it was broken, her clothing worn by the girls; her private letters were also read, and the grossest misrepresentations as to their contents circulated. Forbearance ceased to be a virtue; her case was taken up by a friend, and an action was brought for the recovery of her property. Her persecutors now endeavored to blast her reputation by the foulest calumnies showing letters purporting to be from gentlemen whose kept mistress she had been, together with others from the mistress of a house of questionable character—all of which when brought to be proved, turned out to be base fabrications, and exposed the most diabolical attempt on the part of the uncle, to force his friendless and unprotected niece into a union with his son.  
The young lady's friends have at length arrived, and the case is undergoing a full investigation.

**Scarlet Fever.**—The happiest effect has resulted from washing the patient in weak ley, which feels slippery to the fingers. It is best to begin in time, when the fever or rash first appears; and with a cloth or sponge, apply it all over the child every few hours; but if the fever has got up, it should be repeated every five minutes till the heat abates. A child was getting better under this treatment; but his nurse observed one night that he was again very hot; she washed him all over, and in a few minutes every trace of the fever had left him. He felt cool, slept comfortably until morning, and had no return of it. Even bathing the feet in weak ley has a very soothing effect. Bleeding and strong cathartics are bad—nauseating doses of Epsom's oil. If the throat is swelled, apply sweet oil, or a liniment of this and aqua-amonia, and drink freely of slippery elm, catnip and sage. If the swelling is very bad, it is best to have a physician, blister and apply a bag of hops dipped in warm vinegar, round the neck, from ear to ear, the sufferer breathing the fumes of the vinegar. Gargling, with a strong infusion of snake root, or cayenne pepper will do for large children or grown up persons; and afterwards use vinegar of squill. Give a dose of calomel when the skin begins to peel off; and be very careful for many days after, not to catch cold.

**STRAY.**  
This day Bryan A. Austin entered on the range book a bay mare, blaze in the face, 14 1/2 hands high, no brands or marks of gear, supposed to be 12 or 14 years old, valued at \$25.00; taken up in March last, and is now in the possession of John McCollum, Anson Co. Richardson's Creek. The owner is requested to comply with the law and take away the property.  
M. W. GIBBERTSON, Ranger.  
Anson, May 27th, 1842. 31-31

The St. Louis Organ mentions that a boy who was fishing for catfish a few days ago, caught one which, upon being opened, was found to contain in his maw a silk purse, in which were eight thalers, some silver change,

## PROCEEDINGS OF A RAIL ROAD CONVENTION, On the subject of connecting the Raleigh and Gaston and Portsmouth and Roanoke Rail Roads together.

At an adjourned meeting held in Henderson, on the 11th August, 1842, to take into consideration the building of a Rail Road to commence on the Raleigh and Gaston Rail Road, near Littleton, and to connect with the Portsmouth and Roanoke Rail Road at Weldon, Col. T. T. Estes was called to the Chair.

The meeting was attended by gentlemen from Warren, Franklin, Granville, Wake, Halifax, Northampton, Hertford, and other counties of North Carolina; by John H. Butler, Walter De Laey and Myer Myers, as delegates from the Borough of Norfolk; by Col. Charles Dimmock and Dr. Wm. J. Cooke, as delegates from Portsmouth; by Maj. Walter Gwynn, Dr. Spark, Col. T. T. Wyatt, B. J. Spruill and Thomas Pierce, on the part of the Roanoke and Portsmouth Rail Road Company.

Jas. WYCHE reported from the committee appointed at the preceding meeting to collect and report statistical facts going to show the advantages which would result from the proposed connection, which report was received and unanimously adopted, as follows:

The Committee have had no means of ascertaining the amount of transportation before 1st May, 1840, except that received at Henderson Depot, 40 miles from Gaston. The cars reached that depot in September, 1838. From that time till 1st May, 1840, being a period of about 19 months, there was

	Sacks Salt	Boxes Line	Barrels Fish	lbs. other merchandise
Received at Henderson Depot, supposed receipt at other Depots,	7,912 1,558	1,712 788	531 169	5,293,738 1,716,262
Total receipts on 40 miles R. R. for the first 19 months,	9,500	2,500	700	7,000,000
Received on the whole road in one year, ending 1st May, 1841,	6,553	689	1,982	4,338,335
From that time till 1st May, 1842,	5,986	1,280	2,306	4,302,200
Total amount of transportation of merchandise up to 1st May, 1842,	22,079	4,669	4,288	15,640,835
Sent from Henderson from Sept. 1838, to 1st May, 1840,	2,330	4,175	6,282	1,798
Supposed amount from other Depots,	1,670	3,825	2,002	202
Sent on the whole road in one year, ending 1st May, 1841,	4,000	8,000	6,282	2,000
Do do 1st May, 1842,	5,770	4,159	365	523
Do do 1st May, 1842,	3,535	749	740	406
Total amount of transportation of produce up to 1st May, 1842,	13,295	12,908	7,387	9,239.

The price of Rail Road freight from Gaston to Petersburg was raised on or about the 1st of May, 1840. In one year from that day, the increased rate on Tobacco, Cotton, Salt and other merchandise produced to the Petersburg and Greenville Rail Roads more than \$15,000, which was drawn from the people of North Carolina. If the proposed connection between the Portsmouth and Roanoke and Raleigh and Gaston Rail Roads should cost \$125,000, we have paid to them in that one year 12 per cent. on what that connection would cost. In the next year the quantity of merchandise transported on the Raleigh and Gaston Rail Road had fallen off, and the quantity of produce transported was diminished still more. These effects were chiefly produced by the rise in the price of freight on the Virginia Roads. The Tobacco crop was certainly a large one; the crop of Cotton was somewhat lessened by the increased crop of Tobacco; and the Wheat crop was nearly a failure. But the diminished quantity of these articles did not equal the increase of the Tobacco crop; yet there is a falling off in that article. The high price of freight on the rail road induced many farmers to carry their tobacco and cotton to market in common road wagons, and bring loads of merchandise in return. This alone accounts for the falling off.

Hitherto the high charges on wheat and flour have deterred our farmers from attempting to raise large quantities of wheat for distant markets; but if the proposed connection be formed, it will open to them one of the best flour markets in the United States, at low rates of transportation. This would induce them immediately to turn their attention to wheat, a crop to which their land is well adapted, and would prove a powerful auxiliary in the preservation and improvement of their farms; and by an immensely increased production vastly increase their profits.

Our up-country merchants would get their purchases in the Northern cities to Portsmouth in about half the time, at half the cost of freight, and free from the expense of drayage, and (what has been to them the most provoking circumstance of all) free from the delays and derangement of their goods, which has occurred on the Petersburg Road. These advantages would induce the merchants in twenty of the most productive counties of the State to receive their Northern purchases by this road; and the trade would naturally attract the travel. The fears of those who apprehend a total failure of both the Raleigh and Portsmouth Roads would be at once dissipated by experience. The increased trade and travel which this connection would attract to both, and particularly to the lower one, would swell their receipts immensely with but a slight increase of expenditures.

### JAMES WYCHE.

THOMAS P. LITTLE, delegated from Hertford county, Chairman of the Committee to whom was referred the subject of ascertaining the best route for the proposed Rail Road, made the following report, which was unanimously adopted:

The Committee to whom was referred the subject of ascertaining the best route for the proposed Rail Road, ask leave to report: Your committee, in the short time allowed them for action since the last meeting of the Convention, and without having had the lights of an actual survey, have only been able to learn that a route has been once surveyed in one direction by a competent engineer, which we have not seen, who reported very favorably as to the land localities for a Rail Road. But they are informed and believe that there are two routes, one from near Littleton to Weldon, about eighteen or nineteen miles long, which presents a handsome bench of land untraversed by water courses, and requiring little or no bridging, where the excavation and embanking will be light and cheap. The other route lies between Mr. Sledge's, on the Raleigh and Gaston Rail Road, or near Gaston, thence down the Roanoke river to Weldon, to avail of the bank of the canal of the Roanoke Navigation Company. The rail road by this route will be about 12 or 13 miles long, presenting some more cost by the mile, than the other route. But it is the opinion of your committee that a reconnaissance of all the ways should be had, and such surveys made as will point to the true route, and by which only that can be ascertained. The science of rail road operations is not now new among us. So many wealthy and practical men have been advantageously engaged in this kind of work recently

in this part of the country, and who are ready to undertake that kind of business again, added to the low prices of labor, provisions, timber & particularly rail road iron, that it is believed this road may be constructed for half the cost, per mile, such work has heretofore cost, particularly if the road be located with as little excavating and embanking as it should be. Your committee have therefore been led to the conclusion, that this work, which is so pregnant with the most important results to a great and surrounding country, may be made most easily, at the same time most beneficially. All of which is respectfully submitted.

### THOMAS P. LITTLE, Chairman.

Upon the subject of these two reports, Col. Chas. Dimmock, and Mr. Myers gave to the Convention a luminous exposition of the merits of the proposed work, pointing out in clear and convincing terms the great advantages which will result from it.

On motion, a committee of 9 was raised to report to the Convention to-morrow, the business best to be acted upon. Whereupon the following named gentlemen were appointed, viz. Maj. Walter Gwynn, of Portsmouth; Col. T. T. Wyatt, of Weldon; Henry Harris, of Warren; Col. Andrew Joyner, of Halifax; Myer Myers, of Norfolk; Dr. Cooke, of Portsmouth; John D. Hawkins, of Franklin; and James Wyche, of Granville. The Convention then adjourned to meet to-morrow morning at 9 o'clock.

August 12th.—The Convention met according to adjournment. In the absence of the Chairman, Mr. Walter De laey, of Norfolk, was called to the Chair. Col. Andrew Joyner, from the committee of nine, made the following report and resolutions, all of which were unanimously adopted:

The Committee appointed to inquire into the expediency of constructing a rail road from some convenient point on the Raleigh and Gaston Rail Road to the Portsmouth and Roanoke Rail Road, at or near the village of Weldon, so as to connect the two roads together; and if in their opinion expedient at this time, to recommend to the meeting such measures as may be deemed best suited to effect the object in view, have had the same under consideration, and have bestowed on the subject all the attention which their very limited time would allow.

It is confidently believed that the necessity and utility of this work have not been overrated by the most ardent of its friends, and that from its construction will result advantages far surpassing any cost it would occasion. No State in our highly favored confederacy is blessed with a soil and climate more genial and desirable than the State of North Carolina—none whose productions are more varied, and, taken as a whole, more capable of being carried to the highest perfection—none whose universal resources are more abundant and valuable—and none having within itself in a higher degree all the elements of wealth, prosperity and happiness. To all these blessings and advantages there is one material drawback. Nature has thrown on our coast obstacles to the erection of large commercial towns within our own borders, which have not been, and perhaps never will be removed; and a large portion of our inhabitants, for the want of good and accessible markets within the State, have been driven to the necessity of seeking markets for their products in other States. We are among those thus situated, and must endeavor to make the best of our condition, however desirous we may be of fostering our own towns, and of witnessing their prosperity. It is deemed of vast importance to open the way to the best markets accessible to us, and as much as possible to lessen the expense of transportation to such markets. The proposed connexion is regarded by the committee as of deep importance to that portion of the country which seeks a market for its agricultural products through the Raleigh and Gaston Rail Road, to the towns of Norfolk and Portsmouth, and to the two rail roads between which it is proposed to be opened. Sufficient time is not allowed to do more than to hastily present a few of the benefits which must inevitably result from, and the inducements which urge to a speedy completion of the work.

When constructed it will at once open to that rich and productive portion of country already mentioned, the most advantageous choice of markets for its surplus productions, and for the purchase of such staple articles of consumption as may be needed in return. It will create that competition between the markets thus made accessible to us, and the markets of Richmond and Petersburg, which will insure the best prices for the products of our farms, and enable us to purchase what we need upon the best terms. It will bring the most distant point (being Raleigh) on the Raleigh and Gaston Rail Road within about one day's travel of Norfolk and Portsmouth; and when those points are reached, let us inquire whether any, and if any, what advantages present themselves. It is a fact admitting of no question, that Norfolk and Portsmouth are as favorably situated for foreign commerce as any town or city in the United States, and are already as good markets as any in our country, for the purchase of all productions of the West Indies, and particularly for the staple articles of sugar, coffee, molasses and salt. Indeed, the merchants of Richmond, Petersburg, and other towns in Virginia frequently purchase their supplies of these articles in Norfolk, and afterwards furnish merchants and others in North Carolina. Those places only want the advantages of an extensive back country trade to make them equal to any markets in our whole country, with perhaps only one or two exceptions; and the contemplated road will give to them the trade necessary to constitute first rate markets for all articles, which we so much need. It will stimulate enterprise, invigorate industry, & prompt to those improvements in agricultural pursuits so necessary to our prosperity. For example: Wheat is among the most important of all agricultural productions, and where the soil and climate are suited to its growth, no article is more necessary in a proper rotation of crops, and which affords a better return for the labour bestowed on its cultivation. The soil and climate of all that portion of our State lying above, and for some distance below, the Raleigh and Gaston Rail Road, are admirably adapted to the growth of wheat, the production of which, except to a very limited extent, has been prevented by the difficulties and expense attending its transportation to suitable markets. Through the proposed road, this article can be carried from any point on the Raleigh and Gaston Rail Road in about one day to the town of Portsmouth, at which place it can be put from the cars on board of vessels lying at the rail road wharf, without drayage, and forwarded to Baltimore, one of the best wheat markets in our country, at an expense for freight not exceeding three or four cents per bushel. To those who prefer to send the article in the manufactured state, Norfolk and Portsmouth offer the best inducements, where a very large quantity of flour is constantly wanted to supply the demand for their inhabitants, the extensive public works in the vicinity, and the shipping both public and commercial which enter their harbor. These markets are well known to be better for flour than any other in the State of Virginia, by a difference of from 37 1/2 to 50 cents per barrel. And the difference is still greater, when the navigation of James and other rivers is closed by ice, which invariably has the effect of reducing the price in the interior towns, and enhancing it at Norfolk and Portsmouth. Again: Salt is indispensable to the wants of man, and forms an important article of consumption in the family of every farmer. The kind hitherto used in all the middle and upper parts of North Carolina, brought from Virginia, has been the Liverpool Sack Salt, not because it was cheaper or of better quality than the Turks Island Salt, but because

being imported in bags, it could be more securely and conveniently handled and wagoned in that state than when loose. Let the contemplated road be constructed, and Turks Island or Alum Salt, cheaper and vastly superior in weight and strength, will be taken from on board of vessels importing it, and placed in cars at the rail road wharf in Portsmouth, and transported without delay to any point on the Raleigh and Gaston Rail Road, where it may be wanted, at a greatly reduced rate from what salt has been hitherto afforded in this part of the country. And so in regard to other articles; but your committee have not time to particularise. The committee feel reluctant to introduce comparisons which may seem invidious, but to properly exhibit and understand the advantages of the proposed connexion, this is unavoidable. All the produce received at the various depots on the Raleigh and Gaston Rail Road, is carried through that road and the Petersburg and Greenville Rail Roads to the town of Petersburg; from whence all not consumed in that place is shipped to other markets. The merchants of Raleigh, Franklinton, Henderson, Warrenton, Hillsborough and Louisburg, and many other places above and below the rail road, purchase their chief supplies of goods at New York and other markets to the North, which are shipped to Petersburg, and from thence are forwarded by rail roads to their various places of destination. The navigation of James and Appomattox rivers to Petersburg, situated about one hundred miles above Norfolk, is often attended with most inconvenient delays, and only vessels of small burden can approach that place. When arrived there all articles intended for transportation by the rail road must be consigned to some agent to have them received at the wharf, and then drayed to the rail road depot. For these services commissions must be paid as well as drayage, which, in the course of the year, amount to a considerable sum. The charges, delays and inconveniences consequent on this state of things, may be avoided by the proposed connexion. When this work is finished, all articles of produce sent from the Raleigh and Gaston Rail Road through the contemplated road and the Portsmouth and Roanoke rail road, will go directly to Portsmouth; and such as may be intended for other markets, will be delivered from the cars at the rail road wharf, and placed directly on board of vessels, without the delay or expense of drayage. So, on the other hand, goods brought from the North or elsewhere, intended for the Raleigh and Gaston rail road, will be discharged from vessels at the rail road wharf and forwarded as may be directed. The freight too on all articles brought from or sent to New York and other places, is much lower to and from Norfolk and Portsmouth, than to and from Petersburg; and articles sent from New York and other places, destined for Raleigh and other places on the line of the Raleigh and Gaston rail road, can be forwarded by the Portsmouth rail road, and reach their places of destination before similar articles, shipped at the same time and from the same place, can reach Petersburg, and often many days earlier, depending on winds, favorable or adverse. The work is considered of great importance in other points of view. It will create a salutary rivalry and competition between the Petersburg and Greenville rail roads on the one hand, and the Portsmouth and Roanoke rail road on the other, which will have the certain effect of fixing the rates of transportation on the several roads upon moderate terms, and will effectually restrain all heavy and burdensome exactions on either. Produce will be more readily & speedily carried to market, and having the advantage of two roads, those heavy accumulations and delays of produce at certain seasons, which operate so injuriously on farmers and merchants, will be prevented. In this regard it will give confidence to persons remotely situated from the Raleigh and Gaston rail road—produce will be sent to it from remote counties—its sphere of operation will be widely extended, and its profits proportionally increased. It will, too, greatly enlarge the amount of transportation on the Portsmouth and Roanoke rail road, and will most effectually revive the drooping condition of that useful road, & place it in a state of prosperity. It will likewise open new facilities to the travelling community, on both roads, and cannot fail considerably to enhance their revenues, from this fruitful source of profit on rail roads.

The committee regret that they have not time to set forth other striking advantages which must result from the proposed connexion. They must, however, present themselves to the minds of all who will deliberately reflect on the subject; and to such reflection they beg leave to invite public attention. The importance and necessity of the work, the committee must take as conceded; and if so, the only remaining inquiry is, can the ways and means necessary to its construction be raised? Upon this point the committee cannot permit themselves for a moment to doubt. The many and varied interests concerned, the great advantages to result from it; and the comparatively small amount required to effect the work, would seem most positively to forbid that it should be longer delayed. There are several routes along which the proposed connexion may be formed, the farthest about twenty, and the nearest about thirteen miles. Which is the preferable one, can only be determined by accurate examination and survey hereafter to be made. Enough, however, is known to justify the belief that the work can be accomplished at an expense of but little, if any, exceeding one hundred thousand dollars. The importance of the work would justify a much larger expenditure, even if but little profit was likely to result to the stockholders as such, from its construction; but an arrangement can be made with the Portsmouth and Roanoke rail road company, upon the most advantageous terms, to do the transportation on the proposed road for a moderate portion of the gross amount of money received for such transportation, and the committee believe that the sum thus to be received will afford a fair return of profit on the capital invested. It is true that great pecuniary embarrassment and distress now pervades our whole country, and on that account some may consider the present time unpropitious for the commencement of such an undertaking. But it must be recollected that a large district of country, several important towns, and two rail-roads, are interested in the construction of the work, and that a small subscription from each will be sufficient for its accomplishment. In every respect, excepting only the general embarrassment, the present time is particularly auspicious for building the road. Labor, provisions, and all materials for the road are unusually low, particularly the important article of rail-road iron, which is from thirty to forty per cent. lower than it was three years ago, and until the first of March next can be imported free of duty, which will lessen the expense of this indispensable material about one half. Then let there be no hesitating, no doubting in regard to this matter; let every friend to the improvement contribute his mite, and though small it be, the work will be speedily finished.

The committee recommend the adoption of the accompanying resolutions.

**HENDERSON, August 12, 1842.**  
Resolved, As the sense of this meeting that the proposed rail-road to connect the Raleigh & Gaston with the Portsmouth & Roanoke rail-road is a work of deep and abiding interest to a large portion of the State of North Carolina, to the City of Baltimore, and the towns of Norfolk & Portsmouth. That the same ought to be constructed with the least possible delay, and we hereby pledge ourselves to use our exertions to effect this useful and necessary improvement.  
Resolved, That the following persons be appointed to receive subscriptions of stock to accomplish the proposed work: For the town of Raleigh, Richard Smith, William Peace, Rufus Tucker, Gen. R. W. Haywood and E. P. Guion; for Forestville, Thomas Alston, William Alston and Gen. Daniel S. Crenshaw; for Franklinton, John E. Twitty, Richard Goodwin and Thomas Hawes; for

**A. JOINER, Chairman.**

**HENDERSON, August 12, 1842.**  
Resolved, As the sense of this meeting that the proposed rail-road to connect the Raleigh & Gaston with the Portsmouth & Roanoke rail-road is a work of deep and abiding interest to a large portion of the State of North Carolina, to the City of Baltimore, and the towns of Norfolk & Portsmouth. That the same ought to be constructed with the least possible delay, and we hereby pledge ourselves to use our exertions to effect this useful and necessary improvement.  
Resolved, That the following persons be appointed to receive subscriptions of stock to accomplish the proposed work: For the town of Raleigh, Richard Smith, William Peace, Rufus Tucker, Gen. R. W. Haywood and E. P. Guion; for Forestville, Thomas Alston, William Alston and Gen. Daniel S. Crenshaw; for Franklinton, John E. Twitty, Richard Goodwin and Thomas Hawes; for