

THE RALEIGH STAR AND NORTH CAROLINA GAZETTE.

THOS. J. LEMAY, Editor & Proprietor.

"North Carolina—Powerful in intellectual, moral and physical resources the land of our sires and home of our affections."

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REMARKS OF T. J. LEMAY.

Delivered at the Internal Improvement meeting in the City of Raleigh, on the 3rd of April, 1849.

The resolutions reported by the Committee having been read, Mr. LEMAY said, Mr. Chairman, before the question is taken, I ask leave to submit a few remarks on the subject matter of these resolutions...

To go with the flood and ensure success in this undertaking, Mr. Chairman, we must all be united, and move together with spirit and energy; but those who have the means of meeting the liberal offer of the State—our capitalists, our men of property—must take the lead.

An idea prevails that rail roads are universally profitable to their owners. This is a great mistake. Many of them are so, it is true, from want of judgment in location, and lack of skill and economy in construction and management; but wherever these elements have prevailed in planning and carrying out such works, they have not failed to become productive stock.

I have gathered a few items which I will here read as evidence of the correctness of this statement.

Table with columns: Receipts for 1848, Expenditures for 1848, Total. Includes data for Auburn and Rochester Rail Road, Petersburg Rail Road, Fredericksburg and Richmond road, Georgia Central Rail Road.

I have no information as to the other months in the year; but taking the receipts for January, 1849, (less, in round numbers, than in 1848, by \$14,000,) as the average per month for the year, and we have an amount of annual receipts of more than \$624,000.

These statements give some idea of the operations of rail roads elsewhere—aye, and their profitable operations too—and they furnish data upon which to found a reasonable calculation of what would be the result of the success of our central project.

In estimating the value of rail road stock, as a mere pecuniary investment, we are taught by experience, (and we are such erring creatures we need the instructions of this great teacher at every step,) to look—next to the cost of the work proposed—to its probable annual amount of transportation of freight and passengers.

A brief examination of the proposed central road with reference to those requisites will not fail to produce the conviction in every reasonable mind, that it will possess high advantages in every particular.

1. First, as to the line of travel. It will form the connecting link in the great Metropolitan route, running North and South from one extremity of the Union to the other. Let this hiatus be filled up, and the tide of passengers that will flow down the road will be not unlike the rush of waters from the Pacific ocean, through the great canal which is to be dug across the Isthmus of Panama.

2ndly, Traverse a country abounding in agricultural and other marketable products. Let us see, then, if this central road will pass through such a country. This can only be ascertained by an examination of the population and wealth and productiveness of the counties through which and near which it will run.

There is another branch of the subject which claims our consideration, of still higher interest and importance, that is, the advantages which will accrue to the State and her citizens from this noble enterprise.

TABLE. ON MOST DIRECT ROUTE. Columns: Counties, Population, Value of Products in 1840, Value of Products in 1847, Freight per cent.

Table with columns: Pop'n, Value of Products, Freight. Lists counties like Stanly, Moore, Rock'h'm, Caswell, Person, Comb'nd, Johnston, Nash, Franklin, Granville.

3. The road to be profitable must terminate at a good market. It will do this, by giving the people the choice of going to Raleigh, Petersburg, Richmond, Norfolk, Wilmington, Newbern, and ultimately to Beaufort, which will open to them, from one of the finest ports in the Union, the markets of the world.

4. It must have to contend with no formidable rival. This it must be admitted, has been death to the two roads already in operation in our State, running, as they do, parallel to each other, at a distance of not more than 50 to 25 miles apart, across the State.

There is another branch of the subject which claims our consideration, of still higher interest and importance, that is, the advantages which will accrue to the State and her citizens from this noble enterprise.

1. I regard it, first, as an act of redemption from commercial bondage. Our State has the proud distinction of being the first to declare and maintain political independence; but she has been the last to assert her commercial independence; yet I trust in God, she will be as firm in the maintenance of the one, as she has been in the other.

wise! Can we expect ever to rise to greatness, if we sit still with folded arms, and continue to do nothing—do nothing? Newbern, will arise from her dissipations and ruins and become the glory of the State in commerce, as she has been in literature and refinement.

I had intended to have spoken of the enhanced value to real estate which would be the certain and important result of this enterprise, as well as the great increase in the value of slaves, and steady employment to all laborers and increase of wages, which must necessarily follow; but the interesting and able remarks of Maj. HIXTON, on this branch of the subject, render further comment unnecessary.

THE SECRET OF COLORING. A New and Improved Method of Coloring, lately discovered in London. The quantity of dye-stuff given below is calculated for two pounds of goods except the pink, which is intended for ribbons and silks.

ANECDOTE OF OLD DARTMOUTH. In the class of which Daniel Webster was a member there was an individual noted for his waggery. One day the professor of logic, who by the way was not the most nice and discriminating in his distinctions, was endeavoring to substantiate that a thing remained the same notwithstanding a substitution in some of its parts.

EMIGRATION FROM PRINCE EDWARD ISLAND. The Charlotte Town Advertiser states that three vessels are building on the island, to convey emigrants direct from that colony to Australia.

Put one pound of muriatic acid and half pound nitric acid in a clear glass bottle. Melt seven ounces of block tin as you would melt lead, then pour it slowly into a pan of cold water, which gives some the appearance of a honey comb—then set your bottles on the hearth before the fire until the acids get somewhat warm, then put in the tin little by little, so as to keep it boiling, when it is all added, let it cool for use.

PULVERIZE YOUR SOILS. We would venture a remark or two in your farmer department, if not better filled, for the purpose of recalling attention to a very important particular in the preparation of grounds for growing grains, vegetables, &c.

Bucks Co., April 1849. Our wag, who had been exercising the Yankee art of whittling at length held up a jack-knife, inquiring: "Suppose I should lose the blade of my knife, and get another made and inserted in its place, would it be the same knife it was before?"

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From the Boston Rambler. THE WATER WHEEL. BY CHARLES L. WHEELER. Many years ago there stood in the valley of the Housatonic an old grist mill. By some accident not of "flood or field," however the old mill was burned—that is, all but the hydraulic portion of it the water wheel that was protected by the antagonist element, water; and no improvements being made on the mill side the wheel continued to make its interrupted revolutions until it even wore itself out.

Round and round, from morn till night— And will it never stop! The toiler leaves the scented fields, The knee returns from dewy wealds, And evening shadows drop; But onward like the river, Rolls the wheel in the moonbeam's quiver.

SIR—The most emphatic use we have ever known of the word "sir-ee," occurs to us by some stanzas forwarded to us by one of our subscribers. "Nat. Int. Shall iron heated oppression grind? The soul, the body, and the mind; Justice chains and fetters for the feet And he who wrings up, 'Shall Free Soil burn the Senate door, And plant his foot firm on the floor, The ballot-wield, all traitors feel The people answer, yes, sir-ee!'"

ENNUI. Nine tenths of the miseries and woes of mankind proceed from indolence and idleness. Persons who have naturally active minds—whose "quick thoughts like lightning are a'live"—are most perniciously affected by the evils of sloth. The favored sons of genius endowed with great original powers, were not made for repose; indolence will quickly "freeze the genial current of the soul," and it left idle long, they perish from inaction, like a scimitar corroded and destroyed by rust. But the active occupation of our faculties is a safe guard against three great evils, vice, penury and desponding gloom. Says Colton "Ennui has made more gamblers than avarice, more suicide than despair." If we would be both useful and happy, we must keep ourselves industriously and virtuously employed. Old Dumbidikes was wise in charging his son to "be aye sticking in a tree when he had nothing else to do." Count de Caylus a French Nobleman reared to wealth and princely idleness turned his attention to engraving, and many fine copies of antique gems. One of the nobility demanded from him a reason for this procedure, and was told by the industrious Count, "I engrave, that I may not hang myself."