

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."

[THREE DOLLARS PER ANNUM, in Advance.]

VOL. XL.

RALEIGH, WEDNESDAY, OCTOBER 17, 1849.

NO. 41.

JOHN S. TOUGH. Manufacturer of the genuine Ethereal Oil, and all kind of Lamps for burning the same. Also, Pine Oil and Lamps.

The very liberal encouragement received during the last season from Southern and Western Merchants, and dealers in general, has induced me to introduce styles of Ethereal Lamps, entirely original, and altogether superior to former patterns, and at reduced prices. He believes that his stock of Ethereal Lamps is not surpassed in this country. He will still set on the principle that it is his interest to study the interest of his customers. The quality of his Ethereal is not surpassed in the United States.

JOHN S. TOUGH.
No 137 Baltimore Street.
Next to the corner of Light
Baltimore, Md.
35-51.

Dr. Joseph J. W. Tucker. OFFERS his Professional services to the city of Raleigh and vicinity. He may always be found at the residence of Rufus Tucker, Esq., May 8, 1849.

Bonnets, Bonnets.

JUST received from New York, another fresh and elegant supply of fashionable Bonnets and Artificial Flowers, viz:
Fine White Linen Drail,
Wire, Straw and Hair,
Tough & Ready and Pedal Straw,
Leghorn and Elegant Artificial Flowers.
T. A. MITCHELL,
Raleigh, 10th July, 1849.

SEED WHEAT.

A few bushels of ETRURIAN WHEAT may be had, at \$2 a bushel, by an early application to the Star Office.
Raleigh, Sept. 25, 1849.

GENTLEMEN'S HATS.

Fall Style For 1849.
H. TUCKER & SON have just received their Fall Supply of fashionable Beaver and Super Molekin HATS.
In the production of the article just mentioned the most faultless models of European style have been consulted, and by uniting some of their most prominent features with American habit and taste the present Fashion has been formed; and its appropriateness to the other portions of the Gentlemen's Fall and Winter Costume cannot fail to recommend it to the fashionable community.
Our customers and the public are respectfully invited to call and examine for themselves.
R. TUCKER & SON.
34 ft.

Grand & Square Piano Forte Manufactory, Nos. 8, 9 & 11 EUTAW ST., OPPOSITE THE EUTAW HOUSE, BALTIMORE, MD.

KNAHE & GAHLE would respectfully call the attention of the public to their superior GRAND AND SQUARE PIANOS. The Pianos Manufactured at this establishment have for delicacy of touch, sweetness, clearness and brilliancy of tone, beauty and style of workmanship, been pronounced by the most eminent Professors to be unsurpassed by any instruments made in this or any other country.
Professors, amateurs, country merchants, and others visiting Baltimore will find it to their advantage to call at our extensive establishment before purchasing elsewhere.
38-1y.

THE MOST EXPENSIVE Shirt Establishment IN THE UNITED STATES IS AT No. 179 Baltimore st., near LIGHT, BALTIMORE, MD.

Where 500 persons are employed, and a stock of 1000 dozen shirts always on hand.
MERCHANTS AND OTHERS visiting Baltimore are invited to call and examine the largest and best stock of SHIRTS that has ever been offered, consisting of all sizes and qualities, for MEN AND BOYS, when for style and workmanship cannot be surpassed. More than usual efforts have been made to render the assortment complete and desirable in every respect.
T. W. BETTON.
10-1y.

THOMAS SPRIGG, North-east corner of North and Bal- timore Streets, BALTIMORE.

Manufacturer of Masonic, Odd Fellows, Encampment, Red Men, United Brothers, American Mechanics, Sons of Temperance, Sons of Liberty, Hockbush and all other Societies.
REGALIA.
Banners, Flags, Signals, &c. &c.
Also, Sashes, Roles, Costumes, Jewels, and all other Equipments, made in a superior and workmanlike manner, at prices which cannot fail to please those who may favor him with their orders.
N. B. All Orders from the City or Country attended to with punctuality and dispatch.
REFERENCES:
J. Mealy, P. G. P.
A. E. Warner
R. Marley
J. A. Thompson, P. G. M.
E. P. Holley
N. T. Dushane, G. M.
H. F. Zimmerman, D. G. M.
D. G. Tewksbury, G. Secy.
34 17.

AN EARNEST PRAYER.

A man named Riley was hung at Jackson, Tenn., on the 8th ult., for murdering a Mr. Willis. He was a hardened wretch. A moment before the wagon started that conveyed him to the gallows, a very fat negro woman fell upon her knees, and grasping one of the wheels, offered the following prayer:
"O, massa God, let this poor bruder who has a soul to save, whether he will or no, save him from the torments of hell—and by golly, bressed massa God! if you do ds, I tank you thousand times, and ask you no more favas, now nor never more. Amen."

From the Times. SKETCH OF THE REMARKS

Made by HENRY W. MILLER, Esq., before the Raleigh Internal Improvement Association, Sept 1st, 1849.
Mr. MILLER said he regretted that he had promised to address the meeting. He regretted it, not because he did not feel a deep interest in whatever was intended to improve the condition and elevate the character of the State; but because he had not given the subject that attention which would enable him to say anything worthy of the patriotic object for which the meeting had been called. Whatever views he had to present should be spoken with candor, and under an honest conviction of their truth.

He assumed the position that, if the People of Wake County, and more particularly those of the City of Raleigh and its immediate vicinity, permitted this great Work—the Central Railroad—to fail on account of their own inattention, lukewarmness, or parsimony, it would be a lasting shame; and would subject them to the severest censure from the liberal and enlightened of other sections of the State. And would it not be deserved? Such were strong expressions; but were they not true? Look at the facts. Some years since the Capitol was destroyed by fire. There was much opposition to its being rebuilt in Raleigh. It was argued that it would be had faith on the part of the legislature to remove the Seat of Government as many had been induced to invest their all in property in and about this place, upon the implied pledge that it was to remain permanently the Seat of Government. It was proclaimed that its removal would be ruinous to the people of the City and County. The Bill after a long and angry struggle, passed to rebuild the Capitol here. Appropriations amounting to \$530,000 were expended. Much the larger portion of this sum went into circulation here—giving employment to our citizens, and adding activity to all kinds of business. Great was the advantage of this expenditure to the whole surrounding country; and the benefit to our people of having the Capitol erected here has been permanent;—not continuing but one or a few years; but lasting, and increasing from year to year. Nor was this all. Many of our citizens invested their funds in the enterprise of building the Raleigh and Gaston Railroad. As an investment for individual profit it proved unfortunate. But that the Road was of vast—incalculable benefit to the public, none would deny. Certainly, none can shut their eyes to the great advantage it was to Raleigh. It increased the greatly the value of Real Estate—added to capital and circulation in the place—enlarged its business—brought to it enterprising citizens from abroad—and thus gave to the whole country a better domestic market, and a more ready and a cheaper access to a commercial market abroad for their heavy products. This Road soon became encompassed with difficulties. It was teared, yet expected, that it would soon go down. The State was appealed to, and its assistance asked. The Legislature granted it. Still it was embarrassed; and again the aid of the Legislature was asked, and again granted. He would not stop to inquire whether, under all the circumstances, the aid thus given was a boon, or not. It was sufficient, for the position assumed and the purpose in view, to be satisfied with the fact that it was so regarded by other sections of the State. And did our people receive no benefit from this aid? The Stockholders lost all, but do not our community derive much from the liberality, or whatever else it may be called, of the Legislature? To say that it did not, would be but evidence of ingratitude and ignorance.

Nor was this all. It behooved us to face the truth. In the course of a few years, the Legislature, following the enlightened and benevolent example of other States, concluded to erect an Institution for the Education of Deaf Mutes—a noble work it has become too—and where was it to be erected? That was the inquiry in which many were interested; and did we show no concern? Did our people think it was of no importance, or very little to have, it located here? Any how, here it was erected—here the fifteen thousand dollars was put in circulation—here it brings an additional outlay of several thousand dollars. It is an ornament to the City—an honor to the State. It is jewel which honors not only the one who wears it, but all who contributed to bestow it—not only the community in which it is, but the whole State by whose munificence it was reared.

And again: The last Legislature, responding with a promptness and generosity which should immortalize it, to the eloquent appeal of a benevolent Lady in behalf of the insane of our State, appropriated \$80,000 for the erection of a Hospital for this unfortunate class. And pray did we feel no desire to have this additional monument of the liberality of the State built here or herabouts? Is this large expenditure—to be followed also by an annual outlay to keep up the Institution,—to be of no advantage to those who compose this community?—Was the appropriation of 12,000 to build an enclosure around the Capitol Square, of no benefit to our people? Here then is the sum of Six Hundred Thousand Dollars and upwards, the great or part of which has

been spent here—giving work to our mechanics—trade to our merchants—better market to our farmers—increased wealth to our real estate owners—adding to the beauty and importance of this City—and yet—tell it not in Gath!—we are hardly able to squeeze out an amount equal to the interest upon this sum for one year, to do what? Not to give away—not to be sent abroad to improve other towns, and enrich other sections—but to benefit ourselves—to increase our own possessions—to add to our own comforts—to secure, in fine the completion of a great work, which, whilst it will advance incalculably our own prosperity and importance as a community, will do more than anything yet projected to develop the resources, increase the wealth, and elevate the character of the State, in which we are all, if we have the souls of patriots and men in us, lastingly and deeply interested!—A Work which, whilst it will bring industry and enterprise and wealth from abroad to be employed amongst us, will unite those of us who are now here, almost in despair, more firmly together in every noble calling, and every patriotic purpose! Under such circumstances, if we fail to do our duty, and our whole duty in this matter, can we expect to escape censure from others, and the punishments of our own consciences, when it will be too late to profit by the fatal experience which folly and the neglect of our own interests will have brought upon us?

There is another view of this subject. In the face of what had already been done for us as a community, by the passage of the Central Rail Road Charter the people beyond the Blue Ridge and those on the Sea Shore said to us, thro' their Representatives—Here is a great Work—a State work it is true; but its construction will ensure more especially to your benefit, and the benefit of others in its reach—we are beyond its reach, and entirely without the circle of its benefits—but we are willing to be taxed our proportionate part, provided you will contribute a little more than your share to ensure its success. It was a liberal offer. We so thought when the bill was before the Legislature—we so thought when it passed, and to come to the honest truth, we think so yet—Why, then, should we hesitate? Do we expect a more liberal offer? If we sleep on, and allow this golden opportunity to pass, are we so stupid as to think that it will ever again be tendered? But, it may be demanded, what special interest have we, as a community, in this work, that such a direct appeal should be made to our liberality? It is a mistake. No appeal is made to your liberality. It is to your common sense—your common prudence—your self-interest—that principle which, in all the ordinary affairs of life, turns "the wavering balance." You are not asked to be liberal to others, or even liberal to yourselves. You are asked to be just to yourselves—true to your own interests and the interests of your children. Let there be a fair examination of the facts and arguments, and it is all that the friends of this measure ask.

Mr. M. then proceeded to maintain the following positions, viz:
First. The building of the Road will increase largely the value of Real Estate in Raleigh and its vicinity. This might be maintained as a more general proposition, having reference to all the Counties through which the road will pass—but to this community—particularly, he addressed himself. To the proofs, then. In 1836, the Real Estate in Wilmington was valued at \$650,000. In 1848, the value placed upon it was \$1,275,000,—lacking but 25 of doubling in twelve years. Real Estate all along the Road, in convenient distance of it, increased largely in value—in most instances being doubled, in many quadrupled. There was a gentleman present, (in his eye) who had purchased a large farm within nine miles of the Road, just before it was built, at \$5 per acre, thought then to be its full value. Under the assessment of 1848 it was valued at \$10 per acre. Nor was this an isolated case. He appealed to the gentleman himself, then present, to sustain the truth of what he said. He referred then to the effects of Railroads in Massachusetts, Georgia, South Carolina and other States, upon the value of Real Estate, and especially that in the towns through which they passed. There could be no mistake on this point. The position was sustained by the statistics of every Road which like the one contemplated, gave to a rich farming country an outlet to the ocean. Then apply these facts. The Real Estate in the City of Raleigh, in the corporate limits, is estimated at about \$500,000—that in the immediate vicinity at \$200,000. Take the value of the whole at \$700,000, and estimating the increase, by the completion of the Road at one-third, it will give \$230,000. Could not this Real Estate bear with ease a subscription, towards the erection of this Road, of one-half this increased value? If a farmer, by ditching his land, can increase its value one-third, do not the first principles of domestic economy—does not common sense—demand that he should advance one-sixth of its value at least, if necessary to accomplish the work? Would \$115,000 be more than a just and fair subscription, under such circumstances, in behalf of the Real Estate of Raleigh and its vicinity? He appealed to the owners of Real Estate

to look to this matter—to make their own estimates—to examine the statistics of other Roads—to face the truth in reference to this project, and act with promptness and an eye to their own interest. To expect those who own no Real Estate to help them for such reason, would be as foolish as it would be illiberal. But there are other reasons, and strong reasons, why all should help.

Secondly. The road will largely increase the amount of money expended in the place and consequently add activity to every branch of business. The amount of travelling through Raleigh, North and South, would be increased—our Schools would have an accession to the number of scholars—the facilities for travelling being improved, and the expenses lessened, the conventions held here during the year, whether they be political or religious—to advance the cause of the Masons, the Odd Fellows, the Sons of Temperance—the Whigs and Democrats—or either Denomination of Christians—would be much larger,—many would be able to spend a longer time here, as they would not have to remain so long on the road—All this would tend to bring money from abroad to be circulated here. Take an estimate and see how it would operate:

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| 1. Number of passengers, North and South, per day, at 50c, say 100, will be 50 dols. per day, and per year. | \$18,250 |
| 2. Additional Scholars, say 50, at 200 dols. per annum. | 10,000 |
| 3. Additional visitors, per day, say 20, at \$1.50 per day, making per year. | 10,950 |
| 4 Am't each visitor will spend over and above his board, 7,500 at \$10 each. | 73,000 |

Making from these few items \$112,200 These might be added to this sum the additional amount which would be spent by scholars for clothing, &c.: what would be saved to the citizens here by the cheapened rates at which they would bring their Dry Goods and Groceries of every description; and the saving to those who are farmers by the increased facilities for getting their products to market. What this amount would be, it is difficult to say; but it would be large, very large. By reference to a Speech delivered by the President of this Association, (Major HINTON), which contained much valuable information it would be found that Wake County saved, by the Raleigh and Gaston Rail Road, annually, on the articles of Sugar, Coffee, Salt, Lime Molasses, &c. at least \$24,900 Assuming the population of Raleigh and its environs to be about one-fifth of that of Wake, there is saved to them \$5,000 from these sources. It is but reasonable to suppose that this will be doubled by the completion of the Central Road opening as it would the whole West and the market of Wilmington to our people. Here, then, would be an annual saving to us of at least ten thousand dollars; enough to pay the annual interest upon a subscription of \$100,000, and \$4,000 (and after the first year upwards of that,) of the principal. Mr. M. remarked, that he had been informed by a gentleman present (Mr Hinton) that his Salt, delivered to him at his plantation, in nine miles of the Wilmington Road, and 120 miles from that town, cost him 35 cents per bushel. Here it cost 75 cents. With a Rail Road from Goldsboro' to this place, it would cost about 40 or 45 cents. Is not here a great saving? Molasses can be bought in Wilmington and carried to any point on that Road for 26 or 28 cents per gallon. Here it costs from 40 to 50 cents. Would there be no saving to us in this? Corn is sent 120 miles on the Wilmington Road, at 10 cents per bushel—would there be no saving here? There were farmers in Wake and Johnston who have their corn ground at home—send to Goldsboro' by wagon—thence to Wilmington; and it costs them more at that market than it would at this place. Would there be no saving here? Only one eighth per cent. more is paid by the farmers of Edgecombe to carry their cotton by Wilmington to New York, than they have to pay to get it to Petersburg alone—would there be no saving here? But it was useless to multiply examples. The whole list of articles—the entire operations of such improvements tended to show the truth of these things. But to the main point. If the estimates made are not extravagant—and many intelligent men regard them as entirely too low—there would be brought into Raleigh from but four sources, the sum of \$112,000. Add to this what would be saved from other sources, and it is not unreasonable to calculate that at least \$200,000 would be annually brought here, and circulated here, which, without this road, would go to enrich other sections, and gladden the laborers of other towns and cities. And if this amount or any thing like it, were added to our annual circulation, to whose benefit would it enure? To that of the rich alone? No—it would spread like electricity through the whole body of the community. It would give life to every branch of business. It would show itself through the interstices of the humblest purse. It would find its way into the avenues of the humblest trades. There is not a shoe-black in the place but would feel its exhilarating effects. To honest industry

now starving, or begging for labor; it would give competence, because it would bring work. It was, however, unnecessary to dwell longer upon this point.

Thirdly. The Road would have the effects to concentrate capital here. This was evident: almost too plain to argue.—Farmers from the West, sending to this place their produce, would consign it to Commission Merchants or Agents here, because they would want the choice of markets between Wilmington, Norfolk and Petersburg. This would open a branch of business now known to us. To such Agents or Merchants, those farmers would entrust the purchase of goods and groceries for their families. Here they could get many of them as cheap as they could at Norfolk or Petersburg, deducting the freight. Here, too they would prefer to get them, because here they could more readily exchange article for article; and here they would more likely bring their families under the cheap rates of travelling, to suit their tastes and gratify their reasonable wishes in laying in articles of domestic use. Nor would it be less true that merchants from the West would not go beyond this place to purchase much of their stock, relying upon the taste, judgment and enterprise of those of our merchants, who, if true to their own interest, would then necessarily enlarge their business. The inevitable consequence of all this would be, an increase of population—an increase of business—a greater amount of work—more ready pay—more competition, fewer idlers, glad faces, plenty to eat and plenty to do. Where you now find laziness you would then find industry. All this is independent of the employment which would be given to thousands of honest laborers during the progress of building the road, and after its completion. It had been estimated that the three Roads diverging from this place, to the West, to the North, and to the East, would bring at least \$150,000 worth of work per annum to the Deposits at this place. By whom would the work be done? Would it not open a new field of enterprise for the poor young men of our community, who find it difficult to get profitable employment? Certainly it would. The same effect would be produced upon those branches of industry which require female care and skill, and thus would honest and reputable employment be offered to many, who are willing to work, but are almost compelled to beg.

Fourthly. The Stock in this Road will be a profitable investment. To sustain this position he referred to many Statistical facts obtained from the reports of Roads in other States, especially those in S. Carolina and Georgia. He called the attention of the meeting to the admirable letter of Gen'l McRae, of Aug. 23d, addressed to Gen'l Morehead in which this point is discussed with much ability, and with a force and clearness which should carry conviction to the minds of all. The opinions of that gentleman were entitled to high respect.—His enlarged experience was ample guaranty that his conclusions could be safely relied on. In the letter referred to Gen'l McRae, by comparison with the Wilmington Road and other Roads South of us, estimates the probable gross receipts from the Central Road at \$389,315 08 per annum, and the expenses at \$97,042 86; leaving a net income of \$292,272 22; which is nearly equal to 10 per. on the capital stock of three millions. This estimate is strived at in the following way: He takes the receipts of the Wilmington Road for 1847 as a basis. They amounted in that year, from passengers, to \$1 63 for each of the White population of the counties through which the Road passed; and the receipts from freight to \$1 45 for each of such White population. The White population of the Counties through or near which the Central Road will pass, amounts to 126,401, which, multiplied by 1.63, will give as receipts from passengers \$206,133 65; and by 1.45 will give as receipts from freight, \$183,281 45; making the sum before mentioned of \$389,315 08. The estimate of Gen'l McRae, it should be borne in mind, is made exclusive of through passengers and the transportation of the mail. In his estimate, also, he leaves out the population of Cabarrus county, which is deeply interested in the road, and from which much custom will be derived to it. The South Carolina Road receives from passengers \$2 80 to each of the White population, being \$1.17 more than the basis of the estimate before given; and by which the stock is made to yield a dividend of 10 per cent. And why should not this stock be as profitable as that of the South Carolina and Georgia Road? The letter derives \$1.90 from each of its White population being 27 cents more than the basis adopted. Gen'l McRae declares that he can see no good reason why the Central Road should not realize as much for its stockholders as the South Carolina Road. It certainly will unlock and open the door to one of the richest countries in the whole Union.

Mr M. said he met a few days since, with a very intelligent gentleman, a native of this State now residing in Alabama, who informed him that he had been told by respectable and intelligent Georgians, that such was their experience in reference to their own Roads, that were such an opportunity presented to the people there as is offered

by this Central Road the stock would be taken in one week after the books were opened. They expressed their astonishment that there should be so much difficulty in getting the stock taken; and Mr. M's informant, being himself well acquainted with the country from which and thro' which the Road is to pass, could come to no other conclusion than that the stock would be profitable. Such are the opinions of men of experience abroad, and many native sons of the State in the South, are looking with anxiety towards this work, and often express their astonishment that it was not promptly secured, and Mr. M's informant trusted that they might not have reason to change that astonishment into contempt.

It is unfair to make the fate of the Raleigh and Gaston Road the criterion by which to judge the value of the stock in the Central Road. The very failure of the former enterprise will secure the success of the latter—for the experience afforded will enable us in future to avoid the mistakes and errors which produced the failure. The single fact of not laying the Gaston Road with T. Iron, was of itself enough to produce all the disasters to which it has been subject. Every fair minded person will look to their other sources of information, and if this is done there can be but one conclusion, viz: that this stock will prove a profitable investment. He then adduced other facts and arguments to this point; and concluded by entreating those who had the means to subscribe, to examine the subject for themselves. The friends of the measure did not shrink from an investigation upon this point; nor did they desire that any should be deceived.

Fifthly. If the effort to build this Road fails, the Raleigh and Gaston Road will go down. Whatever doubt there may be in the minds of some upon other points, upon this there can be none whatever.—If the Central Road fails, the Gaston Road will become extinct. So say the Officers—so say those who have been its first friends, and who would submit to any reasonable sacrifice to prevent it. What then will be the consequence? To the City of Raleigh such a result will be most disastrous. It would depreciate greatly the value of Real Estate—would stagnate business—drive from amongst us many of our most enterprising citizens—lessen the number of visitors to the place—divert from circulation a large amount of money which now gives employment to our citizens—other places which have embraced the liberal offer of the State will go up and Raleigh will go down. And can our citizens contemplate this with composure? Can there be such madness—such recklessness amongst us? It is folly to argue this matter. The consequences to us are too plain for argument—too palpable for speculation. Every man in the community can make his own calculations—can see the danger. Why then do we not act? Why talk, when every moment of procrastination is bringing lukewarmness upon other sections? do we expect others to go forward whilst we are standing still or pulling back? And can the citizens of Wake County shut their eyes to the injurious effect which the death of the Gaston Road will have upon them? It is now a saving to them of at least \$36,000 per year—will the loss of this be no burden to them? Will it not be a heavy tax—the heaviest they ever had to pay? By this Road—as bad as its condition is—the People of Wake save on their Cotton \$4,300—on their Salt \$6,000—on their Iron \$7,000—on their Sugar, Coffee and Molasses, upwards of \$5,000—on their Lime \$1,640, and on many other articles an amount in proportion. These are facts which cannot be controverted. The White population of the county is about 12,000—and taking the saving by the Road, to the whole country to be as before stated, \$36,000, the proportion will be \$3 to each white man, woman and child in the county. It is true some saved more than others, but when the loss begins all will feel it. Other counties will be injured in the same ratio. But it is unnecessary to dwell any longer upon such facts. They should open every man's eyes to the emergency. If we wish our City and County to become the "beavers of wood and draws of water" as other places—if we desire to lose what little property we have heretofore enjoyed, then let us stand still—fold our arms—look at each other like statues of wood or stone—too indolent to act—too stingy to subscribe, whilst the whole State berdes are either laughing at our folly, or basing feelings of mortification or contempt, or our parsimony and inaction. Yes, let men of means stand still—run their brains in due time! Yes, let the ignorant be walled against all improvement—let the Gorgon's breath about loose, when he would bring by his policy, a loss ten times as heavy, upon those around him—it is all the same, for that is indeed an evil which which blows nobody good! If you wish to save yourselves—and the appeal is made to all with out distinction, you must act with promptness and energy. If you rush upon disaster, or stand still and allow it to over whelm you, you will not be able to plead ignorance, for you see, you know, you feel, the truth of what has been so often rung in your ears here and elsewhere in