

# Iredell Express.

EUGENE B. DRAKE & SON,  
EDITORS AND PROPRIETORS.

STATESVILLE,

Friday, Sept. 16, 1859.

## Our Terms.

THE "IREDELL EXPRESS" is published every Friday morning, from which there will be no deviation. Subscribers therefore will govern themselves accordingly. I copy one year, if paid in advance, \$2 00. If paid within 3 months, \$2 25. If paid within 6 months, \$2 50. If not paid till the end of the subscription year, \$3 00.

## Opposition Meeting in Iredell.

The Opposition party in Iredell have determined upon holding a meeting in Statesville on Tuesday, the 4th of October, (Superior Court week), for the purpose of appointing Delegates to a State Opposition Convention to assemble in Raleigh in December next, to nominate a candidate for Governor, and for other purposes looking to the success of the party in the next Presidential election. It is important that primary meetings be held in each Captain's district in the county to appoint delegates to the county meeting, which will convene in Statesville next month. We hope that our friends will give the matter their earliest attention, for the welfare of the county.

## Local.

Our merchants have been North to lay in their customary supplies of merchandise, and in a few weeks we may expect an active trade to open in Statesville. One or two new firms have established themselves in the place, with heavy stocks of assorted goods, which will render the inducements to trade with this town greater than ever before. But before Statesville can attain to the importance which her position and Railroad facilities might, under other circumstances, secure, it will be absolutely necessary to construct many additional improvements in the way of Stores and dwellings. People cannot come and locate here, until improvements are erected for their accommodation. When that is done we may expect that our town will increase in population, and not before. We notice with pleasure that the fine three story brick building of Mr. Stockton's on the public square is verging to completion, which will afford two additional store rooms, also that Mr. C. L. Summers is finishing up an excellent frame dwelling in the northeastern part of the town. This is setting a good example which we hope to see followed by others.—Of what use are vacant lots?

We notice by the last Greensboro' Patriot that suit has been brought in Chatham Superior Court against the Editors of that paper, by M. Q. Waddell, Esq., for \$10,000 damages, for a publication made pending the late canvass to which Mr. Waddell takes exception.

## The Journal of Education.

For the current month, reached us in due time. We can safely say that it fully sustains its high character in the cause of the people and the rising generation, for whose benefit it is published. In order that the Journal may find a reception in every family, the price has been reduced to \$1 per year—barely enough to pay for the printing.—Address J. D. Campbell, Greensboro', N. C.

## The University Magazine.

We are in receipt of the September issue of this popular and interesting Magazine. It is better printed than formerly, and the contents exhibit in a pre-eminent degree the talent and industry of its Editors. We extract the following notice from its pages complimentary to our talented young townsman, Frank D. Stockton, Esq.:

Francis Doughty Stockton, Statesville.—Subject—Die Deutsche Sprache. This was an address on the beauty, philosophy, and utility of the German language. It was handsomely delivered, and reflects much credit on Prof. Smith. The musicians, who were all Germans, appeared delighted. Their stand was directly over the stage. A curtain was drawn before them, but they could not resist their curiosity, and while some drew aside the curtain, others again rose on tip-toe to gaze on the speaker. To them it was an unbroken monotony. At the close of the address the liveliest tune we had yet heard was played, and encored by the audience. President Buchanan also complimented the young gentleman on his manner of delivery and the beauty of his subject. In conversation with this young gentleman, he awarded the merit of his knowledge of German to the noble, untrusting exertions of Prof. Smith, his instructor.

## T. N. Crumpler's Address.

We are indebted to some young friend at Taylorsville, for a copy of an Address delivered by T. N. Crumpler, Esq., before the two Literary Societies of the United Baptist Institute at Taylorsville, and printed at the Iredell Express Job Office. The Address is a pleasing composition, and in our opinion shows its author to be a deep thinker and a scholar.

## Large Apples.

We received last week presents of the largest Apples we ever saw, and of excellent flavor, from the following gentlemen: D. L. TORRENCE, one peck Mecklenburg Walkup Whig Apples; W. M. A. WATTS, 4 "Iredell Leach Whig Apples," one of which measured 13 inches in circumference, weight 14 oz.—the four weighed 3 lb; J. B. DORRANCE, 4 "Iredell Union Apples," one of which measured 14 inches round, weight 14 oz.—the four weighed 3 lb.

Such specimens of fine fruit we have never known surpassed, which any of our farmers can grow if they will obtain the best varieties and devote a little attention to orcharding.—We are here led to remark that apples, peaches and damsons have been plentiful in the market this season.

We have received likewise from Mr. R. S. COVART, Williamsburg, the largest Apple yet, it measured 14 inches in circumference, weight 1 lb 2 1/2 oz. Can friend Bruner beat that?

Iredell can beat the world for large Apples and pretty Girls.

Merchants and others wanting Signs painted in the best style, at a moderate charge, are recommended to call upon Mr. Wm. M. BAKER, Salisbury.

## North Carolina Planter.

The Sept. No. of this valuable Agr'l Journal is received, with its pages well filled with valuable suggestions and information for farmers. This work ought to be more generally taken by our agriculturalists. The price is only \$1 a year. Address A. M. Gorman, Raleigh, N. C.

## Atlantic, Tennessee and Ohio Railroad.

Referring the reader to the call which has been made by the citizens of Iredell, for a general meeting of the friends of this project, to assemble at Statesville, the 4th of October next, we have thought proper to follow the publication of a few selections of the charter (granted by the Legislature of North Carolina in 1855), with a few reflections of our own upon the utility of the enterprise, should it ever be completed, and we hope to live to see the day when it will be finished in accordance with the provisions of the charter. The charter is long, and we have not room for all of it, but it may be found in the State Laws of 1854-'55. On the 26th day of February, 1852, the General Assembly of Tennessee passed an act as follows:

"That for the purpose of establishing a communication by railroad, between the waters of the Atlantic, and the Ohio River, through the States of North Carolina, Tennessee, Virginia and Kentucky, the formation of a company to be called the Atlantic, Tennessee and Ohio Railroad Company, is hereby authorized, which, when formed, shall have corporate existence in each of the States aforesaid."

"Sec. 1. Be it further enacted, That the board of directors shall have power to construct, as a preliminary to the main line, a railroad, with one or more tracks, to be used with steam, animal or other power, between Charlotte, North Carolina, and some point on the East Tennessee and Virginia Railroad, at or near Jonesboro', in Washington county, and from such connection by the way of Moccasin Gap of Clinch mountain, in the State of Virginia, by the most practicable line to the head waters of Big Sandy River, thence the most eligible route to the Ohio River, and may put under contract any portion of the road, at either or both ends, or its intersection with the East Tennessee and Virginia Railroad, and shall be required to build only so much of the said road as the means of the company will permit; the location to be fixed by the board of directors, subject to the control of the stockholders at a general meeting. This said company may use any section of said railroad before the whole shall be completed, subject to the rates hereinafter mentioned."

"Sec. 41. Be it further enacted, That the said board of directors may have the power in contracting for the construction of said road, or any part thereof, to pay any portion of the same in the stock of the company or in bonds redeemable in the stock, or in money, provided the same shall not draw a greater amount of interest than six per centum per annum, and provided the same be not used at a discount below the par value. And the said board of directors shall be authorized to receive subscriptions to the stock of this company payable in labor, materials or provisions, should they deem it advisable, at such prices as may be agreed upon between the individuals making the subscriptions and the board; provided, that the same be tendered or paid at such time and in such manner, as the board may determine, and that the line of said railroad as the board may stipulate. If no price be agreed upon, the subscriber shall not be entitled to a credit for more than the cash-market price for the labor done, or the articles furnished, or the prices paid by the board to contractors, or other persons furnishing similar articles."

WHEREAS, under said act of incorporation, and according to its provisions, a company hath been formed and organized in the State of Tennessee: Therefore

Sec. 1. Be it enacted by the General Assembly of the State of North Carolina, and it is hereby enacted by the authority of the same, That the said Atlantic, Tennessee and Ohio Railroad Company shall be a body incorporated in this State, and with the powers and privileges in said act of incorporation granted, shall also have power to extend their railroad to some point on the Western North Carolina Railroad, or to some point on the North Carolina Railroad.

Sec. 2. Be it further enacted, That said company shall not have power to construct branches in this State, or to extend their road further than herein mentioned, without the consent of the General Assembly of this State.

Sec. 3. Be it further enacted, That said Atlantic, Tennessee and Ohio Railroad Company shall have power to re-open books of subscription for additional shares to the capital stock of said company, under the supervision of the commissioners herein named under the advertisement, and at the places named or under the superintendence of other commissioners or other places, as said company or its directors may provide and direct.

Sec. 4. Be it further enacted, That the said company shall have the same power of surveying, locating and condemning property that is allowed in the State of Tennessee; also all the powers and privileges in constructing, equipping and running their said road, that is by the said act granted to them in the said State of Tennessee.

Sec. 5. Be it further enacted, That the said company shall have five years to commence the graduation of any part of said road, and shall be allowed fifteen years from the passage of this act, to finish and put in operation their said road in this State.

Sec. 6. Be it further enacted, That this act shall be in force from and after its ratification. [Ratified the 15th day of February, 1855.]

The survey of this road, in North Carolina, would pass from Charlotte through nearly the length of Iredell, perhaps from south to north-west, and in its course traverse a region of country rich in agricultural and mineral productions, which is now wholly landlocked from any of the great thoroughfares, except by teams, over hilly and indifferent dirt roads to a great distance, absolutely preventing products being sent to any market. The benefit that it would, confer, therefore, upon this vast inland and secluded region, would be incalculably great, and a trade would open up of large importance to all the towns and cities of North Carolina through this channel, which can never be obtained until this road is made. Although much of this new trade would go south, a large sum of it would flow eastward by the Western Extension and North Carolina Railroads, to the great benefit of Wilmington, Newbern, Beaufort, Morehead City, &c. It would open up a new line of travel from, and to Virginia, Tennessee, and the north-west, larger in magnitude than one would suppose except upon a survey of the extensive region of country through which it would pass. Charlotte, Salisbury, and Statesville, would become cities of trade and commercial enterprise, far greater than either of them can ever attain without this road is built. Our farmers and mechanics, as well as merchants, would reap a reward of more than a hundred fold, to their interests from it. With it our Railroad system would be more complete, its crooked lines would be straightened, and the cost of travel greatly reduced, while much time would be saved to those performing journeys. Resources and interests would be developed which now lie dormant. Such are only a few of the benefits which would result to the people of our State by building this Railroad.

The charter will be found, on perusal, to be a liberal one, the best, perhaps, of any railroad company in the State. It contemplates no State aid, and, consequently, the road would not at any time be under the control of Party, which appears so objectionable in the history of several other roads in the State. We hope to see a large attendance of the friends of this enterprise assemble in Statesville, on the 4th of next month, from all the adjoining counties to deliberate upon the

importance and necessity there is for building this road. The time is short when the charter will expire—the 5th of February, 1860. Therefore, let the northwestern counties be well represented in this meeting, and their delegates firmly resolved to secure the opportunity which is now offered them for constructing a Railroad through their section.

## "Mr. Sharpe's Resolutions."

We publish elsewhere the proceedings of the Stockholders' Meeting of the W. N. C. Railroad, which was held in Salisbury, Aug. 25th, 1859, to which we refer the attention of the reader. We have not space for the Report of Chief Engineer, J. C. Turner, which, however, may be seen in the Watchman, at the office of which the official documents were published in pamphlet for the use of stockholders. From the Report made by President Pearson, which we insert to-day, the affairs of the Company would appear to be in a promising condition, and the Road progressing rapidly in its westward course.

Referring to the proceedings had in the meeting of Stockholders, the Watchman says:

"We present, below, the resolutions of Mr. L. Q. Sharpe, offered for the adoption of the stockholders in the Western N. C. Railroad, at their last meeting in this place, referred to by us two weeks ago. We think it will be difficult for any one to justify the State's proxy, and the nine democratic stockholders who refused to pass these resolutions. We include the State's proxy not because he voted, but because he did not vote. It will be seen that the resolutions are suggestive of important wrongs in the management of certain affairs of the Road. Every stockholder in the meeting concurred in the passage of these resolutions except nine democrats, several of whom are large contractors. It must have been sufficiently obvious to every proxy that there were a respectable number of stockholders who entertained the opinion that there were wrongs which ought to be exposed and corrected. Mr. Sharpe, in offering the resolutions, said he was representing his neighbors and county-men who had invested their money in this work; and although he could not undertake to assert upon his own responsibility that the causes complained of were just, it was enough for him to know that those whom he represented believed them to be so, and demanded, as they had a right to do, an investigation of them. The State's proxy, a democratic appointee of the Governor, with nine other democrats, despised the cause of these complainants, and deliberately resolved to stifle them. The nine democratic stockholders had power enough to do the work, unaided by the democratic proxy, and so he only stood by in silence to see them do it. Was it a fitting representative of the people, out of whom the taxes are wrung to pay for these works of improvement? Would the people stand by in such a case and quietly see nine men, whatever their standing, and the voice of whom is raised by 50 of their fellow citizens as honest and as capable of judging of the matter in hand as any of them? If not, he is absurd and honest, we conclude that the State's democratic proxy failed to do his duty when he permitted this thing to be done in his presence, and failed to see that the nine democratic stockholders, in the sight of the people, and in the presence of the State's proxy, were wronged. A more high handed tyrannical proceeding has rarely been enacted, and for the sake of a few dollars' interest, to the detriment of the public interest, and the public confidence in the officers of our Government, and the respectability and the spirit of the moral and social relations of communities."

## Stockholders Meeting.

The Annual Meeting of the Stockholders of the Western North Carolina Railroad Company, convened in the Court House, in Salisbury, on Thursday the 25th August, 1859.

On motion of Charles F. Fisher, of Rowan, Thomas G. Walton, Esq., of Burke, was called to the Chair, and Charles L. Summers and T. L. Lowe, were appointed Secretaries.

J. E. Kerr, chairman of the Committee on Proxies, made the following report:

One hundred and eight Stockholders were present, representing three thousand two hundred and twelve shares in person, and that 152 stockholders, representing 1710 shares were by proxy, which being a majority of the stock, the Chairman declared the meeting duly organized, and ready for the transaction of business.

Gen. C. M. Avery presented credentials which empowered him to act as proxy, and representative on the part of the State of North Carolina.

The Report of the President in behalf of the Board of Directors; also the Reports of the Chief Engineer and Finance Committee, were submitted and read, and on motion, laid on the table.

On motion, the meeting adjourned to meet Friday morning 10 o'clock.

FRIDAY, AUGUST 26, 1859.

The meeting met according to adjournment, and was called to order by the Chair.

W. W. Avery, Esq., of Burke, offered the following resolutions:

Resolved, That the amendments proposed to the Charter of our Company, as embodied in an act of the General Assembly, passed at the late Session of 1858-'59, entitled "An act to amend an act entitled an act to incorporate the Western North Carolina Railroad Company passed at the session of 1854-'55, and also an act amendatory thereof passed at the session of 1856-'57," be, and the same is hereby accepted.

Resolved, That the Board of Directors notify the "Board of Internal Improvements" of the acceptance by this Company of said amendments, and that the "Board of Internal Improvements" be requested to make immediate provision for paying the expenses of the surveys directed by said act out of the Public Treasury, as part of the \$4,000,000 already appropriated by the State, to the end that a copy of the same be organized and the surveys commenced at the earliest practicable moment.

On said resolutions, a stock vote was taken. The Chair appointed A. K. Simonton, of Iredell, and M. L. McCorkle, of Catawba, to superintend the vote on said resolutions, who reported as follows: For acceptance by the Stockholders 5106; opposed 182. For acceptance by the State 3445 votes, making a majority in favor of accepting the amended Charter of 8569 votes.

On motion, the meeting proceeded to the election of four Directors; and the Chair appointed L. Q. Sharpe, of Iredell, and C. M. Avery, of Burke, to superintend said election.

Before balloting, it was, on motion, agreed that T. G. Walton have leave to cast the vote of Alexander Perkins, and W. W. Avery, that of Charles D. Farrar.

Dr. John C. McDowell and John Rutherford, of Burke, Jonas Cline, of Catawba, Col. T. A. Allison, and O. Gillespie, of Iredell, O. G. Foard, and R. A. Caldwell, of Rowan, and Anderson Ellis, of Davidson, were placed in nomination.

The Committee reported that Dr. John O. McDowell, Jonas Cline, Otho Gillespie, and Anderson Ellis, were duly elected Directors for the ensuing year.

L. Q. Sharpe, Esq., of Iredell, offered the following resolutions:

Resolved, That a Committee of one from each County, owning Stock in the Road, be appointed to ascertain the amount of insolvent subscribers to the Road, and the amount worked off in part payment of contracts.

Resolved, That the Chief Engineer and Superintendant be requested to inform this meeting of the progress of the Road as "Dead heads," and by what authority, or from whom their free tickets were obtained.

Resolved, That the Chief Engineer be requested to report as soon as possible to this meeting the number of Engines, who have been employed, and are now employed, on the Western N. C. Railroad. The Salary of each, amount paid to each, and amount yet due to each.

Resolved, That the President and Directors be requested to report to this meeting, the difference in terms of the first and the last contracts for building the bridge across the Catawba River, and why the Road has been delayed at that point.

Resolved, That the President and Directors be requested to report to this meeting the terms of the contract with L. S. Aldrich; by whom made on the part of the Company; and also, as to the state of the accounts between said Aldrich and the Company at this time.

Resolved, That the President and Directors be requested to report as soon as possible, to this meeting, the cost of the new Depot, Engine House, and other buildings on the Road, in the town of Salisbury. To whom the contracts were let, and by whom and how settled.

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completion of our Road. These suggestions did not meet the approbation of the Legislature, and no amendments embodying any of the essential features of that proposed by the Board, was adopted. But an Act was passed amendatory of our Charter, authorizing the Company to extend the Road West beyond the present terminus on the French Broad River, leaving the location of the Company, subject, however, to the approval of the next General Assembly; and directing the survey of two lines in the direction of Tennessee, with a provision that the expenses of making said surveys, and locating the actual line of the Road West from the French Broad River, should be paid by the State out of the four millions of dollars already appropriated to the building of our Road. A copy of this Act accompanies my Report, and reference may be had thereto for further particulars.

The amendment will have no immediate practical effect in extending or enlarging our field of operations on the Road, but the passage of an act empowering the Company to extend the Road to the Tennessee line, accompanied by another Legislative pledge received in the act itself, that the State will devote the sum of four millions of dollars towards the completion of this great enterprise, evinces a determination on the part of the people of the State, that our Rail Road shall be built through to the Tennessee line; and we should, therefore, be of good cheer, and press forward the building of the respective sections by aiding in their construction as often as we may be called upon to contribute to that end.

The amendment, in question, will be submitted to you for acceptance or rejection, at the present meeting, and I am directed by the Board to commend it to your favorable consideration.

Since my last Annual Report, the survey of the second section or division of the Road has been completed, and the estimated cost thereof ascertained, the particulars connected with the survey and actual location of the line, together with the cost of that section, will be found in the Report of the Chief Engineer. The amended charter fixes the Western terminus of the second division at a point not more than 10 miles East of the Western portal of the Swannanoa tunnel. The second section may be extended, therefore, to the Western portal of the Swannanoa tunnel and the Western slope of the Blue Ridge, thus enabling us to cross the mountain with that division, if the requisite amount of individual stock can be procured.

With a view to accomplish that end, the Board have had the entire line, from Morganton to the Western portal of the Swannanoa tunnel, surveyed and located, and the cost thereof ascertained. Books for subscription of individual stock have been opened, and are now open, and the prospect of securing the requisite amount of stock seems to be cheering.

The Grading and Masonry are completed to "Hale's Store." The track was laid and the Road put in full and complete operation to Statesville on the first day of October last.

The track-laying was suspended during the winter months, but was resumed as soon as the spring was far enough advanced to ensure a firm Road-bed, and the Cars are now running to the United States mail in connection at Salisbury with the North Carolina Rail Road. The track-laying is temporarily suspended at the River, awaiting the completion of the Bridge.

The crosses, however, are all laid to Hale's Store, and the laying down of the Iron will progress very rapidly, so soon as the Engines can cross the Bridge. Some of the largest embankments, West of the River, were not finished by the contractors until about the month of May, and are full green for the reception of the Iron—indeed the best interests of the Road will be promoted by the delay at the River, as the large banks will have time to settle and become firm, thus saving much time in repairs, and avoiding the dangers incident to running over embankments freshly thrown up.

We think we may safely insure the passage of the Cars across the River in time to complete the track-laying to Newton by the 10th November next, and to "Hale's" during the present year.

The work on the Road from Hale's Store to Morganton is progressing with very great dispatch, and the energy displayed by the contractor, Mr. Fisher, gives promise that the Road will be fully completed to Morganton by the 1st day of January, 1861.

Iron, sufficient to lay the track to Hale's Store, has been purchased on favorable terms, and the greater part of it has arrived at Portsmouth, and will be delivered on the road in due time.

I beg leave to refer to the Report of the Chief Engineer for further particulars connected with the Department of Construction, and especially as to the Depots, &c., &c.

The testimony borne, on all sides, by those competent to judge, is to the effect, that our Road, as far as it is completed, is one of the very best built Roads in the country; and whilst some of our friends, who are not conversant with the labor and toil required in constructing Rail-ways, complain that we are not progressing with Rail Road speed—others, I am happy to say, more familiar with the subject, express their astonishment at the rapid progress of the work, and congratulate us on the go-ahead spirit manifested by all parties connected with the enterprise.

The operations of the Road in the Department of Transportation, furnish every reason for encouragement. The net earnings for the short period we

have been engaged in transporting freight and passengers, as will appear from the statement of the Treasurer, herewith annexed, marked A, amounts to \$6,285 07, after deducting the expenses incurred; and this sum has been realized without having the benefit of down freights, or at least very little, as the short crops of last year left our people very little for exportation.

The litigation touching the Burke County subscription, alluded to in my former Report, terminated favorably for our Company. I take pleasure in stating that the people generally in the county, have acquiesced in the decision, that the necessary arrangements have been made to issue the Bonds required for paying the installments on the stock, and the requisite tax is now levied and being collected to meet the payment of the semi-annual interest. The temporary excitement, engendered by this question, is passing away, and I feel assured that all classes of the people of Burke county will again become the staunch and firm friends of this great work, which will contribute so materially to enhance their future prosperity and happiness.

The Report of the Chief Engineer, as also the Report of the Finance Committee, accompanies this Report, and I refer to them for additional information on the subject to which they relate.

The Chief Engineer and his worthy assistants, are deserving of much consideration, for the zeal and ability displayed in the discharge of their respective duties, and I would be especially wanting in my duty, were I to omit to say, that our worthy and efficient Treasurer continues to merit your approbation for his zealous discharge of the duties devolved upon him.

I have the honor to be, very respectfully,  
Your obedient servant,  
R. C. PEPPERSON.

## RAILROAD MEETING.

At a meeting of the citizens of Iredell, held at the Court House in Statesville, on the 7th Sept., 1859,—on motion of A. K. Simonton, Otho Gillespie, Esq., was called to the chair and C. A. Carlton requested to act as Secretary. A. K. Simonton, Esq., explained the object of the meeting to be to take into consideration the importance of building a Rail Road from Charlotte, N. C. West, to Statesville to the Tennessee line—as per charter ratified by the General Assembly of North Carolina, on the 15th February, 1855. On motion

Resolved, That there be a meeting of all the friends of the project at Statesville, on Tuesday 4th October, (being Tuesday of Iredell Superior Court), and that the counties of Alexander, Wilkes, Watauga, Ashe, Alleghany, Caldwell, Davis, Yankin, Surry, Rockwell, Mecklenburg, &c., be requested to send Delegates.

On motion of Mr. Alexander, of Mecklenburg.

Resolved, That each common school district, in each of the above named counties, be requested to send at least one delegate to said meeting and that all who desire likewise attend said meeting.

On motion of Dr. Dean, it was

Resolved, That the chairman appoint a committee of three to make arrangements for holding said meeting.

On motion of A. K. Simonton.

Resolved, That the proceedings of this meeting be published in the Jonesboro' (Tenn.) papers, Iredell Express, York, Statesman, Salisbury papers and Charlotte papers, and call attention under their editorial heads.

O. GILLESPIE, Ch'n.  
C. A. CARLTON, Sec'y.

It is stated that nine-tenths of the cotton of the world comes from about thirty-eight millions of acres of American land, cultivated mainly by three millions of Africans under intelligent white supervision.