

CAROLINA WATCHMAN.

BY HAMILTON C. JONES.

SALISBURY, N. C. SATURDAY, NOVEMBER 16, 1833.

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TERMS.

The CAROLINA WATCHMAN, is published every week at Three Dollars per year, in advance where the subscribers live in Counties more than one hundred miles distant from Salisbury, and in all cases where the account is over one year standing, the price will be \$4.

No subscription will be taken for less than one year. Advertising will be done at the usual rates. No subscription will be withdrawn until arrears are paid, unless the Editor chooses.

To subscribers paying the full sum in advance, can have the Watchman at \$2.50 for one year, and if advanced regularly, will be continued at the same rates afterwards.

All letters to the Editor must be Post paid or they will not be attended to.

Persons addressing the Editor on the business of the Office, will address him as Editor of the Carolina Watchman—Those that write on other business can direct to H. C. Jones.

N. B.—All the subscriptions taken before the commencement of this paper, it will be remembered, became due on the publication of the first issue.

IMPROVED CUTTING BOX.

The Submitter is the authorized Agent of Jacob Sasseman who is the assignee of the late Husband of Monroe County, Kentucky, and inventor and Pantente of the above Machine for Cutting Straw, Hay and Stalks.

This invention speaks for itself; and is certainly one of the most valuable improvements to our farmer that modern ingenuity has suggested. The great power and speed in operating, the cheapness of the work and the little danger of getting lost or fix on account of the simplicity of the engine, and the ease with which it is worked, make it by far the most desirable contrivance ever yet been used for preparing hay or straw for horses and cattle. The Submitter offers the patent rights for the country of Cabarrus, Mecklenburg, Montgomery, Anson, Richmond, Robeson, Cumberland, Wake, Granville, and most of the counties West of that State, in each of which he will exhibit a machine, and he doubts not, that it will give the perfect satisfaction to such as may wish to improve it. It presents undoubtedly the best opportunity for the enterprise to speculate on any patent that has been before the public.

The subscriber deems it perfectly useless, to take certificates of the superiority of this machine, as no one will be expected to buy without seeing and a moment's observation will be better evidence of the success of the improvement than verbal certificates. Those wishing to see machine, can call on the Editor of the Watchman, who will have one in a few days, and references will be made to him as to the authenticity of the patent right and the agency of the subscriber.

JOEL WOODEL.

Oct. 26—6 A.M.

LEXINGTON, N. C. RAOES.

WILL commence on Thursday, 14th of November next, and will continue three days—First day for colts and foals 3 years old; and in five—entrance \$50—a-mile heats; and comes and closed, viz—

J. R. Holt enters a filly by Johnson's—J. A. Hogan a colt by same—Wm. Benters a colt by same—Ed. Davis by Washington—Josua Turner a N. Carolina—Gov. Burton a filly by Clarendon—Thomas mull a filly by Stockholder.

Second Day.

Two mile heats, free for any horse, mare or gelding.

Third Day.

The prices of these two days are forming heats, and are expected to amount to an object to witness. The path is fine in all weathers, and is an exact scale.

By order of the CLUB.

LATEST FASHIONS! : MILLINERY.

The apparel of bespeaks the Lady."

Mrs. S. D. Pendleton informs us, that she has received the present and summer FASHIONS from Corres in the Northern Cities, and is prepared to supply with despatch. Her house is opposite the Post Office.

Learned this business, in the fashions of Lyneburg, and having had much time there, as well as in other fashions in Virginia—Mrs. P. is persuaded that she will receive regularly from New York the latest Fashions for sale to those who like to make their own dresses. She will keep on hand a few.

Turbans, and Fashionable Dress Bonnets.

She feels confident that she can suit the taste of the polished community—she, therefore, asks her skill.

All orders from the country will be duly filled.

We have on hand neatly
PRINTED BLANKS,

NOTES OF MARGIN & SALT,
and a Covenant of seven in addition to the
covenant of quiet enjoyment commonly
known as a warranty—There is a considerable
advice to the purchaser in this improved form,
which he has obtained a bad title—accord-
ing to the usual form he cannot sue the seller
as he has been ousted from his purchase by
this warranty of quiet enjoyment in those who
have also on hand BLANK DEEDS or
WITNESSES, which will answer the common purpose.

PRINTING
at this
and on other accounts,
which it has destroyed.



THE WATCHMAN.

SATURDAY... NOVEMBER 16, 1833

From the Rutherfordton Spectator.

RAIL ROAD MEETING.

Pursuant to public notice, a numerous assembly of the citizens of this county, met in the Court House in this town, at early candle light, on the evening of the 23d October. John M'Dowell Esq. was called to the chair, and R. Elmer Jr. appointed Secretary,

Joseph M'D. Carson, Esq., explained the object of the meeting, and then read the report and resolutions which had been drafted by a sub-committee of a previous meeting with the view of being submitted to the present meeting for consideration. The following is a copy of the report and resolutions.

The Committee appointed for the county of Rutherford, on the subject of Rail Roads, anticipating a meeting of its citizens, on this day, have in the mean time digested an outline, embracing some of the more prominent points connected with that important and very interesting subject; accompanied with a short resolution, which are now offered for consideration, and if they receive the approbation of this meeting, may be adopted and sent forth for the encouragement of others. The first difficulty to be surmounted where the Government is expected to aid in the construction of a rail road, is the giving of it locality. The rival interests that spring up where subjects of this kind are about to be undertaken, counteract each other, and every one suggests route agreeably to their own interest, views, embarrass and retard the accomplishment of that which the whole State is desirous of achieving. This spirit is said already to manifest itself pretty much in some parts of the State. On the North side of Petersburg is insisted upon as being the best market town, and that a route along that side of the State is practicable, and has many advantages. Without controverting in the slightest degree, any of the arguments in favor of this route, the Committee have come to the conclusion that a route in the centre, on the opposite side of the State is of more easy attainment, and at a less rate of expense. Beaufort is considered one of the best harbors to the South of Norfolk—Wilmington is a harbor of much consequence, because of its immediate connection with Fayetteville. This latter place is the market more immediately in the reach of the Western people. From Fayetteville to the Yadkin has already been surveyed, for the purpose of laying down a rail road to intersect the valley of the Yadkin, at a place some 40 miles from Salisbury, called the narrows, and here the navigation of that river is totally obstructed. The distance is about 80 miles and the estimated cost is about \$700,000. Thence to Beaufort on the Catawba is about 60 miles, and from Beaufort to Schenck's Bridge at the First Broad River, is 46 miles, but between the narrows there has been no survey. If this route should stop at Beaufort Ford, then the entire distance from Fayetteville would be 140 miles, connecting two of the richest valleys or districts of country in the State, and abounding in those articles so conducive to the end of having rail road communication. The Committee believe that there would be no exaggeration in the statement, that no portion of our State to the same extent surpasses those districts composed of the valleys of the Yadkin, the Catawba, and the three Broad Rivers for fertility. There is no controversy existing the fact that the produce is of the very best and most valuable kinds; at the same time, embracing the most populous region of the State distinguished for wealth, and a capability of enterprise to any practical and useful extent. To establish those facts, let us turn our eyes to the map, and see the large and rich countries of which these several divisions of our State are composed. What produce is there which is more valuable or requisite for the aid of Rail Road transportation. The upper parts bordering on the Blue Ridge, produces corn, wheat, rye, oats, barley, flax, hemp, and orchards of the finest fruit, both apples and peaches; Irish potatoes, cabbages and all the varieties which a soil and climate suited to those articles; iron ore, &c., in exhaustless quantities. The more southerly or lower divisions, produce the moss or all of these enumerated, and to which belongs their greatest staple cotton. The iron of Lincoln, Burke, and Rutherford, and the limestone and marble of Burke county; bacon, pork, beef, poultry, &c., are all common to both; and gold might be taken into the account; nor is there any portion of the globe which affords greater convenience for the application of water, than the upper counties already referred to. To more definite, we shall enumerate the counties of Macon, Haywood, Buncombe, Rutherford, Lincoln, Burke, Iredell, Rowan, Surry, Stokes, Wilkes and Ashe, as being peculiarly favored with those streams which give great facility in the application of water power for mills and machinery of every description that might be required. The navigation of the Yadkin and the Catawba to those points of intersection, would be found as soon as the inhabitants would see it was their interest to meet the rail road at those places. The navigation of both streams has already been sufficiently tested, but no general extent, for want of a rail road to those points would supply. From Wilmington to Fayetteville there is steamboat navigation, the distance about 100 miles. The advantage of making Fayetteville the starting point, is that we would save the cost of 120 miles of rail road from the sea to that point, and thus get a market the sooner, and for that much less cost. The Committee will now advert briefly to the facts and circumstances which may be urged in favor of Beaufort. And first the legislature has designated that as the best harbor for a central rail road, and have had a survey to the city of Raleigh, distance 120 miles, the cost estimated at \$7000 a mile. By adopting this as the terminus of trade, we are sure of a good harbor or sea port town. By changing its directions it can be made to pass near Wilmington and Fayetteville, from both of which places, a rail road by individual enterprise might be made to intersect. The country through which it is to pass is comparatively level, long leafed pine at hand, on all that part below Fayetteville, and would be made at

an expense of \$6000 per mile. By choosing Beaufort, we can unite the greater strength of the State, which is the most difficult obstacle to be overcome, and thus have the assurance of any and all three of these markets. The accession of wealth, and power will compensate the increase of cost over that of the route from Fayetteville; a great accession could be had of articles for transportation such as tar, turpentine, lumber, rice, cotton, &c. That if there is good navigation at Fayetteville we can trade there and at Wilmington, or Beaufort, as we find it our interest to do so.

The Committee deem it expedient and the safest policy, to concentrate all our energies on one grand central route, and leave individual towns to connect themselves with it as they deem most conducive to their interest. The Committee hope they will not only be popular, but justified by the citizens of the west, if upon the occasion they advert to existing evils, the removal of which deem of much more importance than all rail roads, or any other measure of political economy, which presents itself for public consideration. They allude to the amendment of our constitution. And may we not hope that a temper of amalgamation operating to bring the east and the west in concert upon the momentous topics of internal improvement, may at the same time unite us in abiding from our constitution that odious feature through which the power of the government, by an arbitrary and irrevocable rule, is made to depend upon the number of counties instead of the number of free citizens who pay tax, and duty; and they reflect with pleasure, that from Fayetteville they have always met the firmest and most undeviating regard for their rights, and that from Beaufort and Newbern, the West has been able to enumerate friends, and now looks for support from the same quarter.

The Committee by way of cheering the drooping spirits of North Carolina, will, in conclusion, advert to some extraneous information worthy of the people and the age in which the acts alluded to were achieved. The State of New York may justly be hailed the morning star in this hemisphere of internal improvement, appearing just above the horizon, in the example of her grand canal; and although drawing with a timid and unglaring light at the commencement, yet she has continued to emerge, and rising by degrees, gaining strength from past experience, she has at length attained an elevation worthy of all admiration, and which has, deservedly, attracted the admiration of the world. A foreign periodical of eminence, has pronounced it the greatest piece of continuous labor upon the globe, the Chinese wall excepted. The canal is from the Hudson River at Albany to Lake Erie, a distance of 360 miles, is 40 feet wide at top, 28 at bottom, and affording a depth of 4 feet water for boats. This was done at the cost of the State of \$8,000,000 of dollars, and is exclusively State property. And although blocked up several months in the year by ice, nevertheless, is a source of revenue equal to \$1,500,000 but its primary value to the State results from the steady prices it affords for every thing raised near enough to be sent on the canal to market, giving to the farmers the New-York prices, during the rates of tolls for transportation.

Pennsylvania has profited by her example, & is endeavoring to outstrip her neighbor in the race of canals and rail roads. She has a central communication by means of rail road and canals, making the eastern and western parts of the State to approximate, extending from Philadelphia to Pittsburg, in the course of which the rail road will be made not to scale the Alleghany Mountains, but actually to enter amidst its subterranean recesses, and in despite of solid masses of rock, and other obstructions, has perforated the mountain a distance of 900 feet. In passing of which the traveller is hid for a space, from the light of day. Emerging on the other side, he is stupefied with wonder, at the progress of science and the boldness of modern enterprise. She has completed or nearly so, 1600 miles of canals and rail roads, and this is but a small part of her schemes in that way, and will have expended 16,000,000 of dollars ere she finishes her projected plans. The canal from Washington city to the rail road from Baltimore, both to be united with the Ohio River, are undertakings which will be successfully achieved, and will the wonder of the age. Virginia has her gigantic schemes in full progress, her capital the city of Richmond is to be united by canals and rail ways with the great Kanawha, and thence with the Ohio. And the two instances of rail way communication affording the greatest encouragement to North Carolina, are those of Petersburg and Charleston. That of Petersburg is sixty two miles long, extending to the falls of Roanoke, in Northampton county, and laid down upon embankments with transverse oak sleepers and stumps, for the railing of the same material and yellow pine completed at an expense of \$6000 per mile, affording a most felicitous mode of transportation for the produce of the valley of the Roanoke. The staples of that valley are grain and tobacco, including distilled spirit from fruit and grain. The Catawba and Yadkin possess every species of produce which characterizes the Roanoke district, which may be added hereto and iron ores. The rail road from Charles to Hamburg, opposite Augusta in Georgia, is, with the turn out 144 miles long, is reared upon upright posts, made of long leaf pine, charred and driven into the ground endwise, and secured by transverse beams, on which rests the sills for the railing, costing in the whole \$900,000. These two latter ways are private charters, the stock of which is now above par. Amidst this gulf of our sister States advancing to the goal of national wealth by means of internal improvement what is the condition of our beloved mother State? Nothing but her immortality could have kept her from the grave, with the word oblivion for her appropriate inscription. Sickened with repeated abortions, her children look upon her with health with sorrow, though not despair.

The Committee indulge the hope that the God of her destiny is about to give to her an invigorating care, and send her forth among her sisters, teeming with those great and useful schemes of enterprise which will make her once more the joy of her children, and the wonder of those who behold her.

Resolved, That this meeting, desirous of uniting with their fellow citizens throughout the State, upon some General Plan of rail road intercommunication, offer their hearty concurrence, to such schemes of internal improvement as may redound to the general interest of North Carolina.

The meeting was addressed by Judge Forman, J. M'D. Carson Esq. Col. Hillman John Moore Esq. Achilles Durham Esq. and Dr. Scheffelin. Messrs. Forman and Moore, although they concurred of improving intercommunication throughout the State by means of rail roads, yet they wished it to be understood that this community while they were desirous of promoting improvements suggested in other

parts of the State were by the peculiarity of their position cut off from the enjoyment of the facilities which would be afforded by such improvements, and that the plan adopted should include our peculiar interests.

This proposition was objected to by Messrs. Carson and Hillman, who contended that by embarrassing the action of the State with the particular claims of *every* section at the outset, nothing could be accomplished.

The discussion was continued until nearly 10 o'clock, when the meeting adjourned to meet at early candle-light on the succeeding evening.

On the evening of the 24th the meeting re-assembled. A large number of the citizens were present. Judge Forman renewed his proposition and submitted a resolution embracing his views, for the purpose of having it added to the others if approved of.

A very interesting discussion now took place, in which Messrs. J. M'D. Carson, Robert Wilson, J. Forman, R. M. Pearson, and Samuel Hillman took part. Judge Forman being opposed by all the speakers he withdrew it.

About 9 o'clock the question was put upon the adoption of the report and resolution, when they were unanimously adopted.

The following resolutions were then submitted and adopted.

Resolved, That the Chair appoint three Delegates to represent this county in the convention to be held at Raleigh on the 4th Monday in November next.

Resolved, That the citizens of this county, meet at Rutherfordton on the 2d Monday in November for the purpose of instructing their Delegates in the Convention.

The following gentlemen were appointed by the Chairman, in pursuance of the above resolution, delegates to the proposed Raleigh Convention, viz. Gov. H. G. Burton, Thos. Dews, Jr. and J. M'D. Carson.

WILMINGTON CONVENTION.

The Convention met agreeably to appointment, in the Presbyterian Church, on Thursday the 31st of October, at 11 A. M. Gov. SWAIN was unanimously called to the chair, and W. F. STRANGE, of Fayetteville, and WILLIAM C. LORP of this place appointed Secretaries. Eight counties were represented, to wit, Columbus, Cumberland, Sampson, Bladen, Brunswick, Duplin, Wake, and New-Hanover.

The following resolutions were presented by Joseph A. HILL, and on motion of WILLIAM H. HAYWOOD, and on motion of WILLIAM H. HAYWOOD, and on motion of WILLIAM H. HAYWOOD, were adopted.

Wake—William H. Haywood.

New-Hanover—Joseph A. Hill.

Cumberland—R. Strange.

Calumbus—A. Troy.

Bladen—William Jones.

Sampson—William Ashford.

Brunswick—F. N. Waddell.

Duplin—James Lawson.

Who reported in favor of the Resolutions, whereupon the question was taken upon each separately, and unanimously adopted.

Whereas, in the opinion of this Convention, the progress of improvement in the State of North Carolina has been retarded and her general prosperity greatly impaired, by reason of the distractions which have hitherto prevailed in her public councils, arising from local prejudices, party divisions and sectional jealousies; and whereas, nothing effectual or worthy of the State can be accomplished without harmony of feeling and concert of action among her citizens, therefore,

Resolved, That while each section of the State should prosecute with vigor such schemes of Internal Improvement as are likely to promote its immediate interests, yet these plans should be pursued as subsidiary to the great policy of State Improvement.

Resolved, That the Delegates to the General Convention, and the members of the Legislature, about to assemble in Raleigh, ought not to meet pledged to any specific plans of Improvement, but in a spirit of compromise and concession, and ready to surrender their individual views to the public opinion, and all prepared to sacrifice partial interest upon the altar of public good.

Resolved, That we look to the wisdom of the Legislature to provide a system of Internal Improvement, which shall be commensurate with the wants of the people and worthy of the character of the State.

Resolved, That the resources of the State, are fully adequate to such an undertaking, and that the Legislature ought to provide at the common charge, the means of accomplishing the same, and of affording effectual aid to the enterprisers of this State.

On motion of A. MAC RAE, the Convention adjourned to meet at St. John's Lodge, at half past 5 o'clock. P. M. where refreshments were provided, and a number of the citizens joined the festival. The Convention adjourned, to meet at the call of the chair.

In compliance with notice from the Chair, the Convention again assembled at the Presbyterian Church, on the 2d inst. at half past 3 o'clock, P. M. where Delegates from all the above named counties assembled, and being called to order, the following resolutions were adopted:

Resolved, That the thanks of this Convention be tendered to the members of the Presbyterian Church, for politely tendering their building for their use.

Resolved, That the thanks of the Visitors and Delegates from