

THE CAROLINA WATCHMAN.

BRUNER & JAMES,
Editors & Proprietors.

"KEEP A CHECK UPON ALL YOUR
RULES."



DO THIS, AND LIBERTY IS SAFE.
Genl Harrison.

NEW SERIES.
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CENTRAL RAIL ROAD.

THE NUMBERS OF CARLTON.

No. VII.

COST OF CONVEYANCE CALCULATED.

A promise has been made to show that when goods, wares, or merchandise, are actually arrived upon the rail road at any point of it, from the neighboring part of the country, the expense and time of transportation to the sea coast, or to any other point upon the rail road, are of so little consequence as to be scarcely worthy of notice. It amounts, as has been said, to little short of a complete annihilation of time and space, to place these goods, wares, or merchandise, at any other point on the rail way. Is lime, for instance, wanted in those parts of the country next to it? This article is only to be prepared in Saray, Stokes, or elsewhere, and brought to the rail road by the nearest route.— They with the additional expense of two cents upon the bushel it may be placed in Raleigh.

If the reader will consent to accompany the calculation now to be made, it will furnish a specimen of such calculations, in all instances where there is uncertainty, the numbers will be taken to the disadvantage of the rail road and of the disadvantage of expense by it. It will be thus seen that the rate of charge upon the hundred in which it terminates, is greater than it would be in reality, and that the conclusion at which we arrive stands upon safe ground. It were easy to make addresses to our pride or our passions, to become exuberant in figures of rhetoric, and to present a thousand phantoms to play lightly before our wrapped imaginations. Were this done, however, to the fullest extent, no sooner would our minds be permitted to cool and return to their feeling than we should say, and correctly too, "All this was very handsome, but how much dependence is to be placed on it? Something more than this is necessary to convince me that there is anything substantial, and tangible, and practically true, in the utility of a rail road, and in the ease of constructing it. This man certainly speaks to us with no ordinary powers of persuasion; but he has too much sense, and we shall do well to take care how we trust him. Let him give us plain truth, so that we are not pursuing visions of fancy instead of substance. To the substance, therefore, let us return; and deal in figures of arithmetic, not in figures of oratory.

For conveyance on a rail road, are necessary, 1. Horses, 2. Wagons, 3. Men. Let it be admitted that one horse with another will endure five years in service, for example, from the end of his fifth to the end of his tenth year. He is such as we may get for one hundred dollars. Hence twenty four dollars a year must be made good for the perpetuity of such an animal. If he eats twenty four barrels of corn a year at two dollars a barrel, this will cost forty eight dollars. Should he require a ton and a half of hay, or any other forage for a year at fifty cents per hundred, it will be fifteen dollars more. The maintenance of a horse a year then will be:

For capital,	\$24
For corn,	48
For hay,	15
Total,	\$87

If the owner receive thirty per cent profit upon this species of capital, the profit upon eighty seven dollars will be twenty six dollars and ten cents, but we shall find it in round numbers twenty seven dollars. This added to eighty seven dollars gives an amount of one hundred and fourteen dollars, which ought to be received annually upon the service of every horse, for keeping up the property, and obtaining a handsome profit upon it of thirty per cent. This will be admitted to be a liberal profit enough, and such as he would not be allowed to enjoy long by open competition, but we shall suppose it.

The sum of one hundred and fourteen dollars a year is nine dollars and a half a month, or less than thirty seven cents a day. Following three hundred and thirteen days to the year, by the exclusion of Sundays. This receipt of thirty seven cents a day keeps up the capital, and yields a profit of thirty per cent upon it.

Let us next suppose that five wagons be procured, all to be connected together upon the rail road, and to be driven by this horse, of which the value and maintenance have been computed.— The cost of one of these iron wagons, according to Strickland, is one hundred and thirty dollars, and therefore the five will cost seven hundred. The wheels are of cast iron, and axletrees wrought, and we shall suppose them to last thirty years by the wearing of the axletrees new sometimes. If the proprietor of the wagons be allowed twenty four dollars a year for thirty years, he will more than make good his capital. We shall further allow him an interest of ten per cent upon this capital of seven hundred dollars. Six per cent is common interest, but we shall allow eight; and we all know that the profits upon such variable and certain materials ought to be different from that upon horses and other unproductive and consumable property.— The interest of eight per cent upon seven hundred dollars, is fifty six dollars per annum. The twenty four dollars capital interest will be eighty four dollars a year for the five wagons, which is less than twenty six cents a day, and we shall call it twenty six.

We shall next, suppose a man, or a

youth at eighteen or twenty years, to drive and take care of the horse. Enough of such persons may be had at twelve dollars a month, or one hundred and forty dollars a year, each finding himself. This will be less than forty eight cents a day, but we shall say fifty.

In a regular line of carriages for the transportation of goods, a horse passes ten miles with a load toward the sea in one part of a day, and after resting, return with another load back to the place from which he first set out. By this mean ten horses put in successively, and travelling each ten miles forward, and ten miles back, convey one set of goods one hundred miles in one direction in twenty four hours, and a returning load the same distance back on the same day. Hence the ten horses carry loads through the space of two hundred miles in twenty four hours. It is one half only of the expense of this work done by the ten horses, which falls upon a load on its way to market. To this it is equivalent to consider five of the horses as travelling forward in one direction twenty miles each, so as to complete the distance of one hundred miles per day, and this shows us the cost of conveyance to the owner of the goods. Collecting together these different items, we shall have the following estimate of expense for carrying ten tons a hundred miles in twenty four hours:

5 Horses at 37 cents each,	\$1 85
5 Wagons continuing through the whole distance,	20
5 Men or boys at 50 cents per day,	2 50

For 10 tons 100 miles a day, \$4 61

We can now determine the cost of this transportation by dividing the four dollars and sixty one cents among the ten tons, and the result will be less than two cents and a third upon a hundred weight, through the distance of a hundred miles in a day.

This exposition may have been tedious, but it is of infinitely greater value than a hundred arguments, and twice as many periods of glowing imagery, that enter not into the recess of the subject, nor disclose its essential merits. It is hoped that though it has been necessary to pass through a detail of numerical statements, it is still so obvious in its nature, and all its successive particulars, to every farmer and every experienced man, that he has had no difficulty in following it. Should this have been the case, or should it not, the reader is requested to peruse it a second time, with a close and attentive eye, lest an error may have crept in, of sufficient consequence to impair or destroy its validity. It is a subject for the investigation of every arithmetician and accountant, every planter and professional man. Should it be satisfactory and convincing to any one whose neighbor unfortunately cannot look into it for want of the education which himself has enjoyed, is it not of a magnitude to induce him to take the first opportunity to read it in his hearing, and set it before him with such confirmation and evidence as his own views will furnish? Is there a member of our Senate or House of Commons who will not feel himself solicited by the ties that bind him to his constituents, to enter calmly with them into the discussion of this subject, not as a partizan, or with the heat of argumentation, but as a sincere and dispassionate lover of his country, that truths of such vital importance to every man and every family may be perceived in their plainness, and felt with all their effect upon their interests? It is not recommended to any man of influence in society, or to any candidate, to engage in this subject, or any other involving the public good, so as to excite apprehensions of him in the minds of others, or to lose the confidence of the people. Let it be sincerely with a view both to receive, and impart information. And when in process of time all, or at least a large majority, shall have seen their interests, and made up their opinions, then let him carry their concurring wishes to the legislative body, that the State may, by its organized representation, resolve deliberately and with perseverance founded on conviction, to prosecute their mature and enlightened purpose. These are undoubtedly the true methods of a free State, at once growing in strength and augmenting the happiness of the people.

The breadth of our State from north to south in its western part is a hundred miles. By extending a rail road through the middle of it from east to west, the greatest distance at which any man can be is fifty miles, or two days travel with a loaded wagon. If we were to divide this distance of fifty miles on each side of the rail road into three equal parts, it becomes evident that one third of the State would be within seventeen miles of this great high way running through the country like a public street through a commercial city. Another third would be between seventeen and thirty four miles from it, and the remaining third between thirty four and fifty. No sooner does a farmer, a manufacturer, or a merchant, arrive with his produce or his goods at such a rail way, than the whole extent of it, with all the adjacent country, is thrown open to him for a market, by the payment of two cents and a third upon the conveyance of a hundred weight a hundred miles, every twenty four hours until, he is at the sea shore. Let us consider that it is as

important and desirable to all others as it is to ourselves to resort to this rail road, for the opportunities of trade. The towns, and villages, and merchantile houses that spring up on each side of it, become the depositories and places of assemblage for every species of merchandise, which others wish to sell or we to purchase. And at any of these places, it may in an hour be determined, where is the best market along the whole extent of the line, through the whole of our own State, and in foreign countries, for such articles as it may be our object to vend. Where the farmer at the distance of three hundred miles from the sea, the transport of a barrel of flour to the coast would cost him fourteen cents. With respect to tolls, they are of little consequence, and can have but slight effect upon the expense of transportation. So great is the assemblage of merchandise of every species, passing to and fro upon such a highway, that a very small payment upon the hundred amounts to a vast sum. This can be realized by reflecting upon the result of two cents a hundred miles. The facility afforded to travelling upon such a rail way, where a stage could run continually nine or ten miles an hour, together with the business created to merchants, planters, and other persons from one extremity to the other, would doubtless soon create such a current of passengers, that the tolls necessary for sustaining the expenses of the railway, being levied chiefly, and yet without oppression, upon them, would reduce those upon merchandise and agricultural productions, to a rate scarcely worthy of our notice.

It was just now stated, that according to the calculation already given in this number, with every disadvantage against the rail way, the expense of carriage upon a barrel of flour three hundred miles would be fourteen cents. Could other States, with all their privileges of soil, and habits of closer industry, cope any longer with the farmer of North Carolina within his own State? If they can sell our flour at six dollars a barrel, our own flour brought from the remotest parts of the country could then be sold at Beaufort with profit, for five and a half. Could they afford it at five and a half, we could furnish it at five. By opening the Harlow canal for steam boats, a thing to be done by a few thousand dollars in a single season, we could enter with fair competition, through our seaport at Beaufort, into a trade with Europe, the Mediterranean, South America, and the West Indies, as well as the United States. Money would flow in among us from abroad, and the prompt and easy transportation through the whole extent of our State, would distribute this returning tide of wealth into numberless streams and rills, to quicken our energies, and infuse alacrity and confidence into all our exertions.

Sea Serpent.—Since the account published last fall in the English journals of the discovery of a monster of the deep by the officers of her Majesty's frigate Dardalus, in many respects resembling the creature known as the sea serpent, the belief in the existence of such an animal is beginning to obtain many adherents.— We find in a Florida paper the following account of a monster, furnished by Capt. Adams, of the schooner Lucy and Nancy, which arrived at Jacksonville on the 1st instant from New York:

"Captain Adams states that on the morning of Sunday, the 18th of February, about 9 o'clock, when off the south point of Cumberland Island, about 12 miles from the St. John's (Florida) bar, the attention of himself, crew, and passengers was suddenly riveted upon an immense sea monster, which he took to be a serpent. It lifted its head, which was that of a snake, several times out of the water, seemingly to take a survey of the vessel; and at such times displayed the largest portion of its body and a pair of frightful fins or claws several feet in length. His tail was not seen at any time, but, judging from the dimensions of the body, the captain supposes the leviathan to be about ninety feet in length. Its neck tapered small from the head to the body, and it appeared to measure about seven feet across the broadest part of the back. The color of the creature was that of a dirty brown. When first seen it was moving towards the mouth of the St. John's. The monster moved from the side of the vessel, and placed itself athwart its track, in front of her bows; but Capt. Adams, not feeling partial to an encounter with his snakeship, ordered the vessel to be kept off. A boy on the deck, not knowing his antagonist, had seized a harpoon, and was in the act of striking, when he was prevented by the vessel moving off."

The Bussing Service.—The New York Journal of Commerce states that Gen. Taylor was kissed by 500 young ladies at Georgetown, Reckoning twenty seconds to a kiss, which we think a very moderate average, considering these who hung fire and those who held on strong it must have required two hours and forty minutes to go through the labial exercise.— The General, we think, on despatching the extreme left of this battalion, must have felt in a good condition to give the word. "Order arms, —rest!"—Communicator.

PHOTOGRAPHY.

The discoveries which have been made in this art are wonderful. So important is it now considered that many distinguished men in France are claiming to have been the inventors. According to the *Revue des deux Mondes*, however, Joseph Nicéphore Niepce was the first who found the means of fixing, by the chemical action of light, the image of external objects; but Louis Mandi Daguerre perfected the photographic process of Niepce, and discovered the method now in use.

M. Niepce was a simple proprietor, who lived in a country house on the banks of the Saone. He was a lover of science, but made no pretension to learning. His photographic attempts go back to 1813, and he made his discovery in 1814.

"The principles of his photographic proceedings," according to the journal alluded to, "were of wonderful simplicity. He knew, what all painters know, that a certain resinous substance of a black color, asphalt, exposed to the action of the light, bleached very quickly; he knew, what all chemists know, that most of the compounds of silver, which are naturally without color, bleached by the action of luminous rays. This is the use he made of this property. He occupied himself at first with an object very insignificant in appearance, but which had the advantage of preparing and proving his future proceedings. He applied himself to the reproduction of engravings. He varnished an engraving on the back to render it more transparent, and he put it afterwards on a plate of pewter or tin, covered with a layer of asphalt. The black parts of the engraving arrested the luminous rays; on the contrary, the transparent parts, or those which present no line of the graver, allow them to pass through freely. The luminous rays, passing through the transparent parts of the paper, go to whiten the layer as asphalt spread over the metallic plate, and thus was obtained a faithful image of the drawing, in which the lights and shades preserved their natural situation. By afterwards plunging the metallic plate into the essence of lavender, the portions of asphalt not impressed by the light were dissolved, and the image was thus protected from the ulterior action of the light.

Meantime the photogenic-copying of engravings was only a prelude to more interesting operations. The end to be obtained was the reproduction of the drawings of the camera obscura. Every body knows the camera obscura. It is a sort of box, closed on all sides, into which the light introduces itself through a small orifice. The luminous rays emanating from objects placed without intersect each other at the entrance, and produce a decreased representation of these objects.— To give more field to the image, and to augment the distinctness of it, a converging lens is placed at the luminous orifice of it. It becomes, then, an artificial eye on which all exterior views are painted. These ephemeral images are to be fixed; the camera obscura is a mirror; of this mirror a picture is to be made.

Niepce resolved this problem in 1824. To a plate of plated or silvered copper he applied a layer of asphalt. The plate thus covered was placed in the camera obscura, and the image transmitted by the lens of the instrument is made to fall upon its surface. At the end of a somewhat long time the light had acted on the sensible substance. The plate then being plunged into a mixture of essence of lavender and petrol, the parts of the bituminous plaster that the light had struck remained untouched; the others dissolved rapidly. A drawing was thus obtained, in which the light corresponded to the light, and the shades to the shades; the lights were formed by the whitish plaster of bitumen, the shades by the polished and uncovered parts of the metal, the half tints by the portions of varnish on which the dissolvent had partially acted. These metallic drawings had only a mediocre vigor; Niepce attempted to give them strength, by exposing the plate to the spontaneous operation of iodine, or vapors emanating from sulphuret of potass, with the design of producing a black or colored ground, on which the lines should be drawn with more firmness and vigor; he succeeded, however, but incompletely.— The inconvenience of this photographic method, however, was the length of time exacted for the luminous impression. The asphalt is a substance which takes the impression of the light very slowly; as much as ten hours' exposure is necessary to produce a design. During this interval the sun, which does not await the good pleasure of this indolent substance, displaced the lights and shadows before the reflection was entirely fixed. The success could never be assured beforehand. This process then very imperfect; nevertheless, as it is perceived, the photographic problem was resolved in its principle.

Considering his discovery, under all its aspects, Niepce thought that, by applying the art of engraving to his results, he should render his invention more useful, and give it a serious development. His attempts in this new direction were crowned with success. In attaching his plates

by a weak acid, he cut into the metal, the parts protected by the resinous coat remaining untouched. He formed thus plates for the use of engravers."

M. Daguerre, who followed Niepce in his interesting studies and discoveries, was a skilful painter in Paris, and the inventor of the Diorama. It was in 1826 that he first received, in the shop of a Paris optician, the news of Niepce's discoveries. Means were then employed for bringing the two philosophers together, and an intimacy sprung up which lasted four years, during which time Daguerre became possessed of all the facts relating to the discoveries of Niepce. Once initiated into the secret, Daguerre applied himself without relaxation to bring the discovery to perfection and the result is now before the world in the beautiful portraits and pictures of the *Daguerreotype*.

It seems to be an established fact that the real inventor of what is called the Daguerreotype was Niepce, who, at the age of 63 years, died in 1833. It was not reserved for him to enjoy the definitive triumph in which he had placed the hopes of his life. He died in poverty and obscurity.

The combined discoveries of Niepce were first announced to the public by M. Arago in 1839. A short time after this the art became public property, and a national recompense was awarded to Daguerre in the shape of a pension of 6,000 francs; and to a son of Niepce a pension of 4,000 francs. With regard to the advantages which have already accrued to the world from the invention of photography, they are matters which we leave for the investigation of those who are interested in the inquiry and are qualified for it. The few facts that we have now given were new to us, and we presume will be so to many of our readers.—*Nat. Int.*

CUBA.—DIPLOMATIC DISCLOSURES.

The Charleston Courier of the 22d inst. contains an Address to the Public by Thomas C. Reynolds, Esq., of Virginia, late Secretary of the American Legation at Madrid, mainly explanatory of his conduct in certain particulars, in which it appears that the Minister (Mr. Saunders) and himself disagree. The communication of Mr. R. occupies several columns of the Courier, and embracing as it does references to various subjects of diplomatic aim and anxiety, on the part of other Legations at Madrid as well as our own, it is not without public interest; but, as all these are mixed up with matters of personal and official controversy with the Minister, and animadversion on his character and proceedings, we do not feel at liberty to transfer the article to our columns. One of its topics, however, is of such grave concern, and discloses so confidently a deep scheme of our Democratic Administrations, which they have appeared to disavow, and would fain have the country to discredit, that we consider it proper to quote the testimony of Mr. Reynolds on the subject; and this is no less than the alleged intrigue set on foot with a view to the acquisition of Cuba.

The following passages (divesting them of some personal references) contain what Mr. Reynolds says in regard to that matter:

"The instructions given by Mr. Forsyth [when Secretary of State] in relation to Cuba, the very existence of which I felt bound to keep concealed, until it was revealed by Mr. Cass in his published speech on the Yucatan question, and the terms of which I have communicated to no one—were considered by me, as soon as I examined them, (in May, 1847.) to be eminently unconstitutional. It was chiefly for this reason that I called the attention of the Department of State to them, in my first despatch in relation to the Anglo-Spanish debt, though the humbleness of my position prompted me to make no comments on their legality or propriety. In addition, I felt assured that they had had the most disastrous effects on our relations with Spain, particularly in reference to our present and also our possible future interests in Cuba. These views I did not conceal from Mr. Saunders, and I was gratified to find before my departure from Madrid that, when suggested to him from another quarter, the latter of the opinions above expressed was, in practice, adopted by him. But, somewhat to my surprise, he had, on his return from France, thought proper to act on these instructions, although he had himself referred them back to the Department of State for re-vision, to Mr. Buchanan, because he 'had greater confidence in the present [Mr. Polk's] Cabinet in regard to this important subject, and should like much to have the benefit of his [Mr. Buchanan's] views, so as to avail himself [Mr. Saun-

ders] of them, should it become necessary hereafter to take act on the matter."

"I have, on several occasions, taken an oath to support the constitution of the U. States, and that of Virginia, the State of my residence. The Democratic party, of which I am a member, has always contended against the extension of Executive power; and I myself have always particularly supported that principle of the party (expressed in one of the resolutions of the Baltimore Convention) which enjoins on all officers of the Government, however humble their sphere, to carry out that conservative doctrine. The conscientious scruples I felt concerning the use of those instructions I found but little difficulty in reconciling with my firm conviction that a diplomatic officer of the Government is bound, while such, to carry out with zeal and good faith, and to the best of his ability, the instructions of the Government, without regard to his own views respecting their propriety, expediency, or even their legality. I therefore determined that (if it should prove possible and reconcilable with the private interests which required my speedy return to the United States) I would delay the dissolution of my connexion with the legation until the Department of State had had an opportunity of passing that action of Mr. Saunders in review. This I succeeded in doing. Reasons, unnecessary here to mention, but founded on considerations connected with the interests of the U. States, induced me to postpone all action in the premises until I had learned the result of the Presidential election. Had Mr. Cass been elected, I should, though I am and always have been a decided member of the political party which chiefly supported him, have felt constrained to take the advice of some eminent counsel, learned in the law, concerning the proper legal mode (if any there be for a simple citizen of the United States) of bringing to the cognizance of the House of Representatives an Executive proceeding which I humbly conceive to be not only beyond the constitutional power of the President, or his agents, but violative of the constitutional rights of every citizen of the Union, contrary to good faith, derogatory to the dignity and eminent, detrimental to the interests of our common country."

"The statements contained in the letter of a correspondent of the *N. Y. Herald*, dated Madrid, September 19, 1848, amount to an assertion that Mr. Polk's Administration had given Mr. Saunders instructions, under which that Envoy conceived himself authorized to sound the Spanish Government on their dispositions to sell or cede the Island of Cuba to the United States; and, if so, to buy it; that Mr. Saunders made an informal inquiry into the subject; and that 'accordingly negotiations, with that object in view, may be said to be opened by the despatch' containing these instructions. On the substantial correctness of those assertions I have not the slightest doubt. The Spanish Government, very properly confining itself to its own acts and availing itself of the careless expression of the correspondent, has denied that there were any negotiations on the subject; for 'negotiation' is a technical term with a fixed meaning, and the Spanish Government could with truth deny its existence; for as I am entirely sure, in answer to the inquiry of Mr. Saunders, the Duke of Valencia (General Narvaez) gave the same answer which he gave to the inquiry made him in the Courts, some months before, and when he has repeated in reply to the same inquiry when made of him lately, as published in the American papers. Had I had any doubt of the correctness of the assertions of the *Herald's* correspondent, it would have been entirely removed by the fact that the official organ of the late Administration (the Union) confined itself to copying the denial of the Spanish Government; by what I learned of the matter in Cuba itself; by the reasons given by Mr. Berrien in the U. S. Senate for his request that Mr. Miller should withdraw his resolution of inquiry on the matter; by the tactics of Mr. Rusk and Mr. Foote in the Senate debate thereon; and by the fact that, though Mr. Miller's resolution was adopted, there has been no response to it on the part of the President of the United States, unless that response has been communicated in secret session of the Senate."

Our readers will recollect that the Spanish Government gave an apparent contradiction to the reality of this alleged overture, and the organ of Mr. Polk's administration in this city endorsed this contradiction by copying it. If Mr. R. is right there must have been equivocation in the denial.—*Nat. Int.*

The Slavery Question among the Cherokees.—The feud in the Methodist Episcopal Church, North and South, has appeared in the Cherokee country, in a most ridiculous shape. The Southern Church have supplied the Cherokees with pastors for some years, but the Church North, according to the Cherokee Advocate, of the 26th February, sent another pastor, who arrived in due time. The Advocate says:

"No religious meetings can be held at night without a riot. Mr. Gurley attempted it at a private house, where it was supposed he intended to lecture his disciples secretly upon matters which he deemed prudent not to broach in the public congregation. The house was surrounded by a mob, Mr. Gurley compelled to flee, and the meeting broken up. The windows of our new brick Church have been dashed to pieces, the stones thrown down, and the interior of the Church torn into the wildest disorder. Hence acts of retaliation follow.— The excitement has got among the irreligious portion of the nation, and matters must come to a crisis shortly."

There were 298 deaths in New Orleans for the week ending on the 17th inst., of which 192 were of cholera.