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NUMBER XXXV

REPORT

COL. WALTER GWYNN, CHIEF ENGINEER NORTH CAROLINA R. R. CO.,

BOARD OF DIRECTORS

MEETING IN SALISBURY, JAN. 10, 1856.

To the President and Directors

of the North Carolina Rail Road Company.

I have the pleasure to inform you that the Railroad

past year. The following is a list of the unfinished works:

completed, the roof framed ready to be raised, the tin for the State. covering is on hand, and a contract has been made for putting it on.

2. Engine shed of brick at Goldsboro', not commenced or contracted for.

3. Engine shed at Raleigh, the walls erected and timber got for the roof.

4. The walls for the Machine shop raised, and the roof whom my intercourse has been so pleasant and agreeable. framed.

5. Blacksmith shop and Foundery, walls erected and timber for the roofs contracted for.

6. Carpenter's shop, Engine and Car sheds to be built. to complete the arrangements for repairs and the protec-

tion of the Coaches and Engines at the Company's shops. 7. The Steam Engine and machinery for repairs have been contracted for, and are in an advanced stage of construction.

Superintendent and operatives.

town station gotten out. 10. One section master's house framed nine to be built and

timber to be contracted for; -- fourteen houses for water-statracted for, and seven wood sheds to be built. 11. A passenger and locomotive shed to be built at Char-

12. The bridges west of the Eno, including the bridges been made for the plank. The ware-houses and wood-heds be painted as soon as they are covered.

13. For a bridge across the Haywood road, near Raleigh, the timber has been contracted for.

15. Tracks at the Shops and Turn-outs on the line.

my aim being nothing more than a bare recapitulation.

subscribe \$2,000,000 when \$1,000,000 of the capital stock have to import foreign many, and the capital Stock of the Company is now \$1,000,000 should be subscribed for and one-half the amount paid into probability it would be, would cost more than slave labor, State owning three millions and individuals one million. the hands of the Treasurer of the Company. The first condi- besides not being so effective (in the Southern country) by at tion, requiring the subscription of a million of dollars of the least thirty per cent. My own experience and observation, of July of that year, the Company was duly organized. It justifies me in making this comparison and ratio between refer you to the "Regulations and Instructions for the govern-travelled in India, passing by told the people of Tel Kafe that this eapital stock, was complied with in 1850, and on the 11th day sustained by that of skilful and experienced Contractors, fully is worthy of remark that the whole amount was subscribed white and slave labor in the South. I therefore, have no ment of the Transportation Department and the Running of dirt business was all trash but if they would give bim a consideration by individuals, without the sid of corporations, the largest hesitation in saying that the North Carolina Railroad, built trains, &c.,—prepared by the Chief Engineer and adopted by he would lead a'l the mice off behind him like a flock of sheep. The Southern country.

Board of Directors, when the location was decided upon.

self with Roman devotion to its fury. This interesting cere. quite familiar to many in the State. in honorable competition with her sister States, in the great nication to the last General Assembly, which is as follows: work of Internal Improvement, which is to raise the State to "As by the estimates now submitted, it will appear, that small nett earnings of many of them. dress to be read at the hundredth anniversary of the celebra- erroneous in its calculations. tion of "breaking ground," when, and not until then, the "If any such impression be made, it is due to the Chief stoppages, 161 hours for the run of the mail train through undertaking, the whole State, the entire people, catching the accuracy of the first estimate. enthusiasm which it engendered, have come forth in their "That estimate was made, to ascertain what sum would be friends and verify their predictions in regard to its prospective thing in woman,"

May, 1851 of the "entire feasibility and practicability of "The Engineer then estimates for ten Locomotives, six passenger legement becometives, connection with these important adjuncts to the North Caro- for the Road-way, equipment and workshops.

tice always proved true."

The Contractors on the North Carolina Railroad were all surate with its importance. stockholders, and with only-two or three exceptions entirely destitute of experience in the work they undertook : they comon the 1st of January, 1853, without the aid of a single dollar from the Treasury of the Company but relying entirely apon their own credit and means, their united labor amounted to \$500,000, which, carried to the credit of their Stock subcriptions, fulfilled the second condition of the subscription on track is now completed with the exception of three miles of the part of the State, and brought her in as a partner in the rails to be laid, which work will be performed in a few days. great enterprise. This (coupling the subscription of a million But for the delay in getting the iron up from Portsmouth and of dollars by individuals, chiefly farmers, and working out a Charleston, the Road would have been finished during the half a million upon their own resources) is an achievement unprecedented in the annals of the public works of this or any other country, and wherever known, (and it ought to be pub 1. The ware-house at Guldsboro', built conjointly with the lished every where, will disabuse the public mind and vindi-Wilmington and Weldon Railroad Company. The walls are eate the energy, enterprise and industry of the citizens of the Tothis may be added the estimate for houses, for over-

> 5. I have repeatedly said publicly, and perceiving no impropriety in it, I avail myself of this occasion, to say that, in Also may be added at least the sum of \$20,000, renmy experience, now exceeding thirty years, I have not found on any public work with which I have been connected a set of Contractors more reliable than those with whom I have had to deal on the North Carolina Railroad, and none with

6. I consider it proper here to remark that the work, though be estimated for in the first. fifths, that is, two of Stock to three of cash payments-was Of the twenty-three thousand tons bought for this Road, for himself and family, a free passage for life over the Road." than if let wholly for cash-for the reason that in eash lettings the cost for iron at least \$396,000 more than was anticipated. at the South, the work is generally taken by foreigners or non- Add this sum to the foregoing sum of \$410,950, and we have for distribution, and that 100 copies of the same be furnished to the Chief 8. Dwellings to be erected at the Company's shops for the residents, many of whom are mere adventurers, without means the sum of \$806,950, which being deducted from the present Engineer." or credit, who cannot command an adequate supply of labor estimate \$4,235,300, leaves \$3,428,350. Deduct from this the 9. The timber for the ware-houses at McLean's and James in the vicinity of the work; that which they do obtain is at first estimate of \$3,405,131, and the sum of \$23,218 is left as an advanced price, proportionate to the distrust of the parties, the disgrepancy as to the cost of the Roadway, between the causes tend greatly to enhance the cost of the work, which, if moved, and the second estimate now made, when most of the tion and ware-house hands to be built, and timber to be con- not provided for in the outset, as is rarely, I may say, never work is executed. And here let it be remarked, the price of fully done, must lead to a failure, and an abandonment of the labor and provisions have nearly doubled since the first esticontract, with the invariable attendant consequences of delay, mate was made." and increased cost. Now when the work is executed, as was 8. I would say in addition to the above statement, that I beg leave to embody. I shall do so with the utmost brevity; work. It follows then as a necessary consequence and it must with all its buildings and equipments. appear obvious to every one, that the native Contractor, resi9. The ready response of the General Assembly to the ap-1. The Company was chartered on the 27th day of Jan-dent on the line of the Road, and adjacent thereto, can work

subscription thus made to any public improvement in the as it has been in small contracts, at the Engineer's estimate. by citizens of the State residing on the line of the Road, with 2. The surveys were commenced on the 21st day of Au. the native labor of the State—has cost less than if paid for . I would earnestly recommend, as the result of my observaty of the Tel Kaftes, proposed to deliver the people here from their mice. gust, 1850. On the 5th day of May, 1851, the results, with wholly in each under the system of public lettings to the low. an estimate of the cost of the Road, were reported to the est bidder. The result, however, well be otherwise when the speed for their passenger and freight trains. If there is any West, North, and South side of their fields, and "making prayers" and work is let in large contracts for payments parily in Stock, one proposition in Railway economy, and there are, I assure 3. In July, 1851, the graduation and masonry was let, and and for the simple reason that one man cannot hire a large the Board, but few, clearly, fully and practically demonstrated, formed at Greensboro', by the Hon. Calvin Graves, whose the line of the Road residing in the vicinity where the hands ence between the cost of transportation due to different de-

that rank which the advantages of her situation entitle her the Road, when fully completed and equipped, will cost, as 11. Having a due regard to the travel and freight on the . How often the spell of beauty is radely broken by coarse, loud talking! to hold. The earth which was removed was deposited in a per exhibit A, \$1,235,300, over and above the three millions; North Carolina Railroad and to the present condition of the How often you are irresistibly drawn to a plain, unassuming woman, copper-box to be sealed up with the Charter of the Company; it may seem to those who do not understand the subject, that Road, it being new, and the winter season setting in—with whose soft, silvery tones render her positively attractive! Besides, we fanthe names of the original subscribers to the Stock, the news the original estimate of \$3,405,182, made by the Chief Engi-every prospect of inclement weather, I would recommend a cy we can judge of the character by the voice: the studied fawning tone

seals of the box are to be broken. From this memorable day, Engineer, and to the Board, with whom I had the honor to the line the 14th July, 1851, there has has been no faltering or de- act in adopting the first estimate, that it be removed. A | 12. The Road has been opened from time to time, as it husband! How sweetly its calences float through the sick chamber; and spondency; all have been united heart and hand in the great short examination of the subject will excite surprise at the reached the several stations in its progress both from the East around the dying bed, with soloma melody do they breathe a prayer for

might and majesty, battling in the cause of Internal Improve- required to construct the Road, and fairly put if in operation, income and profits. ment, those heretofore signalized as laggards, now pressing and the Chief Engineer, after estimating that the Roadway 13. The "rolling Stock" on the Road consists of six passen- An American Rubbi on Jesus Christ. - Dr. Raphael, the forward in the front rank. On the Southern border an ex- would cost \$3,165,332 - the work shops and fixtures \$100, ger, eight freights and two gravel locomotives, seven passen- well known Jewish Rabbi in New York says: tensive line of Railroad has been commenced; in the lan- 000-proceeds to say: 'The number of Locomotives and their ger, four baggage, eighty-four box, sixty-six platform, and twen- I as a Jew do say that it appears to me that Jesus Christ be guage of the patriotic and lamented Governor Dudley, "flank- trains depend of course entirely on the amount of business, ty gravel cars, Some additional locomotives and passenger Cars came the victim of fanaticism, combined with jealousy and ing South Carolina," and turning North Carolina trade to and may be increased as the wants of the Company require, will be required during the ensuing year. The locomotives were lust in Jewish hierarchs, even, as in later ages, Huss, and Je-North Carolina by the carolina trade to and may be increased as the victims of North Carolina ports. The extension of the North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Carolina It is not usual to embrace in the original estimates and charge all obtained from the celebrated works of Messrs. Richard North Tennessee line is in progress—proving what I may be par operation; and with inconsillerable additions, carry it through, The workmanship, style and finish fully sustain the high repudence for not resisting the gratification to say, the verity of and enable it to do the business of the first year. With this fation of the business of the proceedings against Jesus of Nazareth, we from the ash part of the business of the proceedings against Jesus of Nazareth, we from the ash part of the business of the proceedings against Jesus of Nazareth, we from the ash part of the business of the proceedings against Jesus of Nazareth, we from the ash part of the business of the business of the proceedings against Jesus of Nazareth, we from the ash part of the business of the proceedings against Jesus of Nazareth, we from the ash part of the business o

extending the North Carolina Railroad into Tennessee and to senger, four baggage and eighty burthen cars, at \$139,800 and as an act of justice due to the fidelity, integrity, and libe-Beaufort," and exemplifying the maxim therein laid down in which sum, added to the two preceding sums, gives \$3,405,132 rality of Messrs. Richard Norris & Son, as well as on account

"The estimates now presented to you are intended to show ling Railroad, that " what is probable in theory has in prac-4. Returning after this digression to the subject before me. buildings and appendages, and to equip it in a style commen-

"By these estimates the entire cost will be \$4,235,300, (being the whole amount contained in exhibit A.) which is menced their contracts very generally in January, 1852, and, \$1,285,300 over and above the three millions already sub-

By exhibit A. it will be seen the motive power yet to be ontracted for amounts to the sum of By reference to the accompanying printed Report,

at page 21, will be seen the motive power already contracted for, and the most of which is already received, which may be put down at a cost of

Thus making the motive power cost \$510,750 Deduct estimate for motive power in first estimate 139,800

The increase for motive power is \$370,950 seers and hands, which might be, but ought not to be dispensed with, viz: 20,000

dered necessary in the estimate for additional sheds for Locomotives and Coaches 20,000

Thus we have the sum of \$410,950 contained in the present estimate, which was not intended to

paid for partly in Stock—the exact ratio of which I am unable "The extraordinary rise in the price of iron since the first to state, though I believe it may be put down at about two- estimate, could only have been seen with a prophetic eve. originally estimated for, let, and completed at cash prices; 5,000 tons were purchased before the rise, and 18,000 tons and I feel fully justified in stating that the Road has cost less since, at an enhanced price of at least \$22 per ton, making and the imported labor still higher, it is apparent that these first estimate made before the first shovel of earth was re-

the case on the North Carolina Railroad, in small contracts change was made in the location near High Point after the across the Eno, are not yet weather-boarded a contract has with the exception of the section extending from Goldsboro publication of the estimate, which involved an expenditure of to a point six miles west of Raleigh) by the people on the line \$12,000, compensated for by a saving of half a mile in disare to be painted, and it indestrable that the bridges should of the Road-no one undertaking more than he can conve-tance—and the expense of passing through the towns on the mently perform—there is no unworthy jealousy or rivalry and line, exceeded the original estimate for expenditures, which fied a pile of loosened dirt by sprinklings, crossings, prayers, &c. no district -friends, neighbors and relations for and wide lond could not be foreseen, by the sum of \$18,500 making the This ended, the surrounding crowd rushed forward in frantic haste, to a helping hand,—all from one end of the Road to the other sum of \$30,500 not embraced in the estimate; from which make sure of some of the precious dirt. An indescribable scramble en-14. A map of the line of the Railroad is in progress, shew- being engaged in the same cause, with one common object in subtract \$23,218, reported by Gov. Morehead as the excess of sued. At length each, worming himself as be crawled out of the taning the right of way, the dividing lines between proprietors, view, become united in sympathy and kindly feelings; what cost over the estimate, and we have \$7,282 in favor of the ele one may lack in labor and means his more abundantly sup-original estimate. That is, the actual cost fulls short of the plied neighbor will provide; the Road furnishes a safe estimated cost, \$7,282. And I am happy to have it in my I might here close this communication, for there is little I market for the whole country adjacent, the Contractor con-power to say from a knowledge of the expenditures which can say which has not already been communicated to you and sumes his own provisions, works his own horses and his own have been made, and those now to be made, that the estiis generally known to the Stockholders. But there are some hands being, as it were, the purchaser of his own surplus mates submitted by Gov. Morehead, as stated in the above ted dirt. interesting facts scattered through the reports and records of products and the hirer of his own horses and hands, finding extract from his communication to the General Assembly, will the Company which, with a view to a more ready reference, remuneration and ample recompense in pay received for his prove amply sufficient for the completion of the Railroad,

uary, 1849, with a capital of \$3,000,000—the State agreeing to for a less price than non-residents of the State, who would be continued to use his paws, traps, million of dollars, is worthy of record and all commendation. and snares as before, yielded seven or eight fold instead of one or onesubscribe \$2,000,000 when \$1,000,000 of the capital stock have to import foreign labor,—and, if white labor, as in all The capital Stock of the Company is now \$4,000,000—the half fold, I have not heard.

10. For my views in regard to the organization for, and the management and "working" of the Railroad, I beg leave to pervert from the Nestorian Church, educated at Rome, and who has the Board of Directors on the 21st of September, 1854," and other priests decided that this would be sorcery, and be was not all

to my communications to the Board. force as cheaply as twenty or thirty Contractors scattered along it is the economy of low speeds; though the precise differ go, promising that all the mice would at once depart. But the mice custing vote, as Speaker of the Senate, for the Charter of the Company has won for him the appellation of "the pilot who weathered the storm," although in doing so he sacrificed him. sen with region was performed in presence of the Slockholders and a first times greater than at 10 inites per hour—that is, the wear and it is probmony was performed in presence of the Slockholders and a large concourse of strangers,—it may be justly regarded as cost of the Khilroad,—in lieu of any observations or collating large concourse of strangers,—it may be justly regarded as cost of the control of my own. I beg leave to transcribe a statement made by be adapted to the amount of business. To the neglect of this the Trojan Helen, and as learned as the famous Hypatia of ancient times; Carolina—an era which marks her engaging with earnestness Gov. Morehead, late President of the Company, in a commu-

papers and coins of the day, with a seroll containing an Ad-neer and adopted by the Board, was wide of the mark, and speed for the passenger trains of 16 miles, and of the freight trains 12 miles per hour; which would require, allowing for subdued voice indicates genuine refinement.

and West. The receipts fully sustain the expectations of its the departing soul! Ah, yes, a low, soft voice is certainly an excellent Mr. Gay was very much respected by

of the interest I feel in the success of the Road, I would advise that all future orders be given to them. It will be the what sum will be required to complete the Road, all necessary best and only means of ensuring similitude in all parts of the machinery, which will result in a great saving to the Company.

14. From the advanced stage of the Road, I presume, and supposing you may also consider that I have complied with my engagoments to the Company, and may now with propriety surrender the work into your hands, I respectfully tender you my resignation of the office of Chief Engineer. In taking my leave, as a citizen of the State, and an officer of \$289,600 the Company, I beg permission to tender my thanks to the late and present Executive of the State, to your predecessors, to yourselves and to the Stockholders, for the many manifestations of confidence towards me, and to offer my good wishes 221.150 for the prosperity of the Company.

I am, gentlemen, very respectfully, your most obedient servant,

WALTER GWYNN. Chief Engineer N. C. R. R.

Raleigh, January 8th, 1856.

OFFICE N. C. R. R. COMPANY, SALISBURY, JANUARY 10TH, 1856.

Extract from Journal of Proceedings of Board of Directors: A communication was received from Col. WALTER GETTER Chief Rucier, making a Report and tendering his resignation-whereupon it was, on

the track of the Road; -and that the thanks of the Board being due, are hereby tendered to him for his able, efficient and faithful services as Chief Engineer of the North Carolina Rail-Road Company; and that he be tendered,

" Ordered" That the President cause to be printed 1,900 copies of the com sunication and report of the Chief Engineer submitted to the Board to-day

Popery and Mice.

The people of Tel Kafe, a Papal village four hours travel from Mooul, have been greatly annoyed for a few years past by field mice, which nercase so rapidly as to threaten the entire destruction of their harvests. Hitherto the farmers have made what battle they could with traps, snares, dec., but this year the ciergy promised them an easier and complete victory. The higher powers were to be enlisted on their side, and every house was filled with rejoicing.

On an appointed day, the bishops, priests, and descons assembled, in canonical robes, on the top of a hill outside the village, and sanctirected on his field, having the positive promise of an infallible Church that not now, nor never was, a slaveholder. not a mouse could survive. Of course, there was no more use for traps I never owned a slave by purchase, gift

-some half as much-but the disappointed peasants very humbly attributed the failure of the miracle to their own want of faith. How

Another Case. - Soon after this dirt worship another Papal priest, a lowed to try. He passed on to Tel Es Kofe, and laughing at the stupidi- sculptor, who is anxiously awaiting the crosses over these, directed them to be returned to their place and let

A Soft Voice.

We agree with that old poet, who said that a low, soft voice was "an most of the Railroads of the country, may be ascribed the day, and every advantage that wealth can procure, and yet, if she lack a Railroad.—On last Friday night, while low, sweet voice, she can never be really fascinating.

key, which always characterizes the tree lady! In the sanctuary of home, how such a voice soothes the fretful child and cheers the weary

An Indian Legend.

Schoolcraft gives the following legend among the Objibwas respecting the origin of Indian

"A young man went out into the woods to

fast, at that period of life when youth is exchange ed for manhood. He built a lodge of bough in a secluded place, and painted his face of sombre hue. By day he amused himself in walking about, looking at the various abrube and wild plants, and at night be lay down in his bower, which being open, he could look up of Life, and he hoped it would be something to benefit his race. On the third day he became too weak to leave the lodge, and as he lay gas ing upwards he saw a spirit come down in the shape of a beautiful young man, dressed in green and having green plumes on his head, who told him to arise and wrestle with him, as this was the only way in which he could obtain his wish es. He did so, and found his strength renew ed by the effort. This visit, and the trial of wrestling were repeated for four days, the youth feeling at each trial that, although his bodily strength declined, a moral and supernatural energy was imparted, which promised him the B nal victory. On the third day his celestial visitor spoke to him. 'To-morrow,' said he, 'will be the seventh day of your fast, and the last time I shall wrestle with you. You will tri umph over me and gain your wishes. As soon as you have thrown me down, strip off your clothes, and bury me on the spot, in soft, fresh earth. When you have done this, leave me, but come occasionally to visit the place, to keep the weeds from growing. Once or twice cover me with fresh earth.' He then departed, but returned the next day, and, as he predicted, was thrown down. The young man punctually obeyed his instructions in every particular, and soon had the pleasure of seeing the green plumage of his sky visitor shooting up through the ground. He carefully weeded the earth, and kept it fresh and soft, and in due time was gratisid in beholding the matured plant, bending with its golden fruit, and gracefully waving its green leaves and yellow tassels in the wind. He then invited his parents to the spot to behold the new plant. 'It is Mondamin,' replied his father, 'it is the spirit's grain.' They immediately prepared a feast, and invited their friends to partake of it." This, according to the Objibwas, is the origin of Indian corn.

Retort of Bishop Souls .- Dr. Elliott. n his "History of the Great Secession." having charged that " Bishop Soule had become a slaveholder since his election to the Episcopacy," the Bishop replies by pronouncing the statement " a falseliopt or any other means, and never had an intention or desire to own one. But greater and better men than I am, I have no doubt, have owned slaves, and many have passed to that land where the 'servant is free from his master,' and where, together, they adore the infinite riches of that grace by which they were enabled to discharge their relative duties, and to escape safely from a world morally and physically dis ordered. Philomon and Onesimus are doubtless of that company."

Clark Mills and the Jackson Statue .-The New Orleans Courier of the 6th says:

"Among the visitors now in our city is Clark Mills, Esq., the distinguished arrival from Baltimore of his equestrian statue of the Hero of Chalmette, which is destined henceforth to ornament Jack-

In addition to the above, we find the following in the Delta of the 8th :

"The schooner Southerner, Captain Belloney, arrived yesterday from Baltimore, having on board Mills' equestrian statue of General Jackson. This arrival is too late for its erection on the 8th of January, as was originally contemplated.

Accident on Wilmington and Weldon Mr. Wm. Gav. section Master on the above road, near Rocky Mount, was passing over the road on his hand car, with two negro laborers; an unexpected locomotive, which had been despatched from Goldsboro to Weldon for the mail train. was discovered approaching very near, The negroes jumped off, leaving Mr. G. alone on the hand car, when he was knocked off, and, we regret to learn, was killed instantly, his skull having been broken, those who knew him .- Wil. Journal.

A Close Shave. - A young man from Philadelphia, while walking on the Reading Railroad, near Pottstown, saw a train coming towards him, and stepped on the other track, when he was knocked down by another train which had come up, and the whole train passed over him. The