J. J. BRUNER,
EDITOR AND PROPRIETOR.

TERMS

Single copy,	$2.00
Five copies,	$9.00
Ten copies,	$15.00

Clubs exceeding ten, in the same proportion $1.50 each. Payment always in advance.

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A square is the space occupied by 12 lines of Brevier type.

Conditional rates without additional charge granted to those who advertise regularly through the year.

Three dollars for announcing candidates for office.

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☞ Persons sending in advertisements are requested to state the number of insertions required; and if it is wished they should occupy the least space possible, write upon the back the word close. Otherwise they will be put up in the usual style and charged accordingly.

☞ No discount on these rates.

Carolina Watchman.

VOL. XVII. SALISBURY, N. C., SEPTEMBER 13, 1859. NUMBER 16.

Devoted to Politics, News, Agriculture, Internal Improvements, Commerce, the Arts and Sciences, Morality, and the Family Circle.

Genuine Popular Medicines,

FOR SALE BY

Henderson & Ennis,

Little's White Oil,
Hampton's Vegetable Tincture,
Sanford's Panacea,
Whitfield's Rheumatic Remedy,
Bull's Sarsaparilla,
Kennedy's Medical Discovery,
Hyatt's Life Balsam,
Hoofland's German Bitters,
Boerhaves' Bitters,
Aromatic Schiedam Schnapps,
Bryan's Pulmonic Wafers,
Oriental Fruit Paste,
Pond's Pain Destroyer,
Wistar's Balsam Wild Cherry,
Stafford's Olive Tar,
Merchant's Magnetic Plaster,
Whitehead's Ess. Coffee,
India Cholagogue,
Hebrew Plaster,
Thompson's Eye Water. 16

BLANKS.

The following Court and miscellaneous BLANKS are kept on hand for sale, at this office. Can be sent by mail to any part of the country, at small expense.

Civil Warrants, Com. to take Depo. C. & S. C.
Bonds & Deeds, Apprentice Indentures,
Writs, C. & S. Court, Letters Testamentary,
Executions, C. & S. C. Letters of Administration,
Subpoenas, C. & S. C. Special Letters do.,
Witness Tickets, C. & S. C. Marriage Licenses,
Jurors Tickets, Do. Certificates,
Prosecution Bonds, C. & S. C. Various Equity Blanks,
Bail Bonds, civil cases Do. Indictments,
Bail Bonds, crim. " Land Deeds,
Attachment Writs, Deeds in Trust,
Delivery Bonds, Sheriff Deeds,
Administration, &c. Equity do.
Becterday, " Negro? Hand,
Appeal, " Notes in Bank,

☞ And many other forms of less frequent requests. Blanks ... to order on short notice.

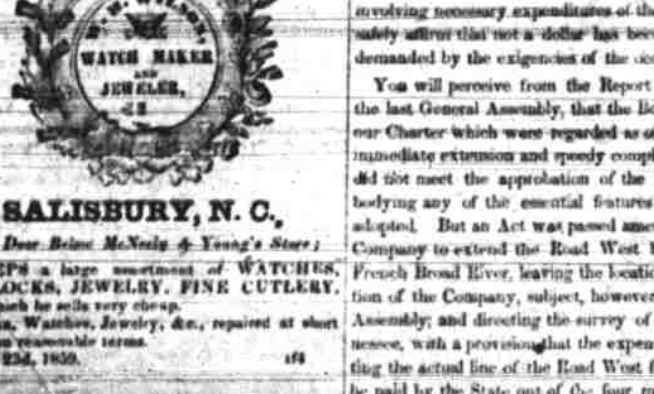
BUSINESS CARDS.

N. M. MARTIN, BRO. & CO.,
GROCERS AND COMMISSION
MERCHANTS,
No. 129, Sycamore Street,
PETERSBURG, VA.

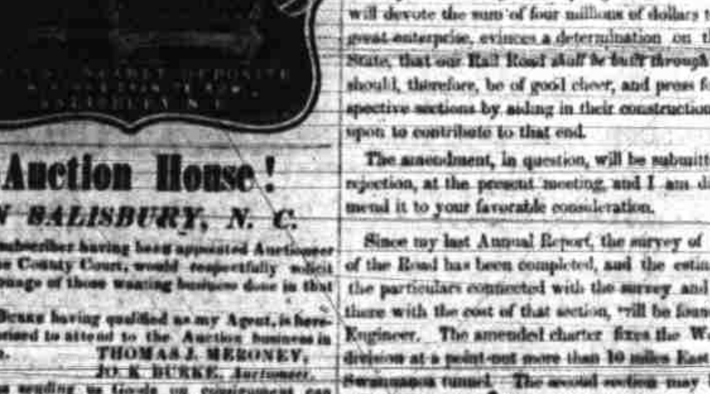
N. M. MARTIN, SON & CO.
COMMISSION MERCHANTS,
RICHMOND, VA.

N. M. MARTIN, Sr., | ED. VANDERGRIFT?,
R. A. MARTIN, | N. L. PICKNER?,
W. R. MARTIN, | R. M. MARTIN.

☞ Strict personal attention given to the sale of produce. Orders for goods promptly filled.
REFERENCES:—D. A. DAVIS, C. F. FISHER, Esq.
June 14, 1859. 1y3



SALISBURY, N. C.,
One Door Below McNeely & Young's Store;
KEEPS a large assortment of WATCHES, CLOCKS, JEWELRY, FINE CUTLERY, &c., which he sells very cheap.
Clocks, Watches, Jewelry, &c., repaired at short notice on reasonable terms.
June 23d, 1859. 1f4



Auction House!
IN SALISBURY, N. C.

THE subscriber having been appointed Auctioneer by the County Court, would respectfully solicit the patronage of those wanting business done in that line.
J. K. BURKE having qualified as my Agent, is hereby authorized to attend to the Auction business in my Name. THOMAS J. MERONEY,
JO. K. BURKE, Auctioneer.
Persons sending us Goods on consignment can have reference if necessary. T. J. M.
May 31st, 1859. 1f1

DE ROSSET, BROWN & CO.,
WILMINGTON, N. C.
BROWN, DE ROSSET & CO.
NEW YORK.
Commission Merchants.
☞ Sole Agents at Wilmington for Rhodes's Manipulated Guano, and W. Whitelock & Co.'s Superphosphate of Lime.
☞ Importers of pure Peruvian and other Guanos, Land Plaster, &c.
☞ Particular attention given to the sale of Naval Stores, Cotton and other Produce.
April 19, 1859. 3mpd47

JAMES HORAH
WATCH-MAKER AND JEWELER,
SALISBURY, N. C.,
One door below R. & A. Murphy's Store,
KEEPS constantly on hand a large assortment of WATCHES and JEWELRY of all kinds.
Clocks, Watches and Jewelry of every description repaired in the best manner and on the most reasonable terms.
February 19, 1859. 1y38

J. E. Moose,
Commission Merchant,
SALISBURY, N. C.
WILL give his personal attention to the purchase of all kinds of Produce. Also, to all consignments, for this or other markets.
REFERENCES:—D. A. Davis, Cashier, R. B. Roberts, and Joel H. Jenkins, Salisbury, N. C.
March 28, 1859. 6m44

MICHAEL BROWN,
COMMISSION MERCHANT,
SALISBURY, N. C.
PROMPT PERSONAL ATTENTION GIVEN to the purchase of all kinds of PRODUCE. And to all consignments to be sold in this market or shipped to other Ports.
February 7, 1859. 4137

WESTERN N. C. RAIL ROAD.

PRESIDENT'S REPORT.

OFFICE OF THE W. N. C. RAIL ROAD COMPANY,
SALISBURY, 25th AUGUST, 1859.

To the Stockholders of the Western North Carolina Rail Road Company:

I have the honor to submit the fourth Annual Report of the Progress of the Road, and the financial condition of the Company at the close of the fiscal year, ending on the 30th June last:

Balance in the Treasury on the 1st July, 1858, as appears from Report of Finance Committee, then made,	$31,518 51
Amount received from individual Stockholders, the past year,	138,764 84
Amount received from the State of North Carolina,	280,000 00
From other sources, as appears from Treasurer's Report,	12,152 94
Total amount of Receipts,	$462,436 29
Amount disbursed from 1st July, 1858, to 1st July, 1859, for Iron, Construction, and all other expenses attending the work	$453,102 26
Leaving in the Treasury on the 1st July, 1859,	$9,334 03

In conformity with the 48th section of the Act of Assembly, incorporating our Company, I submitted to his Excellency, Governor Bragg, on the 3d day of December last, a detailed statement of the receipts and expenditures of the Company from its organization up to that period, to be transmitted by him to the General Assembly then in session. Copies of that Report have been furnished to a number of stockholders, and other copies of the same are now in the office for distribution, to which I beg leave to refer in an especial manner, as it embraces in minute particulars, the entire financial transactions of the Company to the time above designated. A statement, alike minute in its details, accompanies the Report of the Finance Committee, showing the various items of expenditure during the past fiscal year. You will thus have presented for your examination, the particular subjects of expenditure, as well as the general objects and purposes to which the funds of the Company have been applied; and whilst inviting the most rigid scrutiny in your investigation of the accounts submitted, I flatter myself that you will find as little unnecessary outlay, as can be found in the financial operations of any other corporation involving necessary expenditures of the same magnitude. At all events, I can safely affirm that not a dollar has been expended which did not seem to be demanded by the exigencies of the occasion.

You will perceive from the Report transmitted through the Governor to the last General Assembly, that the Board suggested certain amendments to our Charter which were regarded as of vital importance, with a view to the immediate extension and speedy 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, authorising the Company to extend the Road West beyond the present terminus on the French Broad River, leaving the location of the particular route to the discretion 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 Catawba River, transporting Freight and Passengers, and conveying 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 cross-ties, however, are all laid to Hale's Store, and the laying down of the Iron will progress very rapidly, so soon 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 interest 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 ensure 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 despatch, 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 the parties connected with the enterprise.

The operations of the Road in the Department of Transportation, furnish every reason for encouragement. The nett earnings for the short period we have been engaged in transporting freight and passengers, as will appear from the statement of the Treasurer, hereunto annexed, marked A, amounts to $6285 67, 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 instalments 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 subjects 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 devolving upon him.

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

TREASURER'S REPORT.

R. F. SIMONTON, *Treasurer, &c., in ac't with Western North Carolina Rail Road Company, to the 30th June, 1859:*

DR.

To Balance in hands of Treasurer 1st July, 1858, as per Report,	$31,518 51
To Amount in hands of General Commissioners,	957 50
To amount received from Individual Stockholders,	138,764 84
To amount received from the State of North Carolina,	280,000 00
To amount pre. on exchange sold and interest received,	195 44
To amount of Loan from Bank of Cape Fear,	10,000 00
To cash of Gen. Patterson for State Bond, not yet delivered,	1,000 00
	$462,436 29

CR.

By Amount in hands of General Commissioners,	745 40
Sundry accounts paid as per Abstract No. 1,	106 52
By account for Cars and Engines, as per Abstract No 2,	29,315 57
By amount paid for printing, as per Abstract No. 3,	153 97
Stationery and Office Account, (Abstract No. 4,)	238 76
Lime and Cement, (Abstract No. 5,)	2,426 57
Right of Way, (Abstract No. 6,)	2,828 08
Mileage of Directors, (Abstract No. 7,)	247 60
Engineering and General Superintendence, (Abstract No. 8,)	10,805 11
Salaries of President and Treasurer, (Abstract No. 9,)	3,250 00
Iron Chairs and Spikes, (Abstract No. 10,)	115,526 45
Masonry, (Abstract No. 11,)	38,579 40
Freight, (Abstract No. 12,)	6,000 00
Construction account, Abstract No. 13,)	30,632 18
Interest, Discount and Exchange, (Abstract No. 14,)	8,653 75
Bridge Superstructure, (Abstract No. 15,)	4,861 08
Grading, (Abstract No. 16,)	152,488 81
Depot and Station Account, (Abstract No. 17,)	25,967 40
Sills, (Abstract No. 18,)	20,275 41
Ballance due pr. Treas.	9,334 03
	$462,436 29
Ballance due as above,	9,334 03
" on Account Transportation,	10,036 47
Total am't due W. N. C. R. R. in hands of Treasurer,	$19,370 50

To meet which he has in Burke County Bonds, deposited in Branch Bank at Morganton, $20,000.

R. F. SIMONTON, *Treas.*

CHIEF ENGINEER'S REPORT.

CHIEF ENGINEER'S OFFICE, WESTERN N. C. R. R.,
SALISBURY, AUGUST 25th, 1859.

To the President and Directors of the Western North Carolina Rail Road:

GENTLEMEN—

In view of of the Annual Meeting of the Stockholders on the the 25th inst., the following statement relative to the progress and condition of the Western North Carolina Rail Road, is respectfully submitted.

But, in advance of what may now be necessary to state, I will take occasion to call your attention to the Report submitted to his Excellency the Governor of the State, during the last session of the Legislature, as required by the charter of this Company.

For purposes of reference, as well as convenience, I will consider the First Section of the Road, extending from Salisbury to Morganton, a distance of 75.65 miles, under the head of two divisions—the first division ending at the point to which $1,200,000 will build and equip the Road according to the terms of the charter. This, according to the best data we could get, was believed to be 52.2 miles, exclusive of a branch to Newton, 3 miles in extent. The graduation for the above 55.2 miles has been completed. The masonry, with the exception of a few cattle guards, has also been finished. The cross-ties have all been laid down, except a very few, which can only be advantageously done as the iron is laid.

The iron, including sidings at Stations and Turn-outs, has been laid down to the Catawba River, 37.5 miles, and the cars successfully running to that point daily. The Viaducts and Bridges have all been built, except the Bridge at the Catawba River. With reference to this structure, I will take this occasion to inform you of its condition, and to correct some popular misrepresentations in regard to it. The Bridge consists of four spans of 135 feet each, has two abutments and three piers of granite. At the time of the location of the Road it was supposed, from examinations then made, that their foundations would be upon solid rock; but a subsequent examination and experience proved to us, that the best foundation we could get would be hard gravel and boulders, and upon this, improved by concrete, formed of broken stone and hydraulic cement, the piers as well as the eastern abutment have been built. The western abutment rests upon the natural earth about 30 feet above the water. The third pier, which stands in water about 11 feet deep, has just been completed; the others were finished last fall; were exposed during the freshets of winter and spring, and the masonry all stands firm without the slightest indication of giving way. Now, in regard to the superstructure, suitable timber for the most important timbers could not be had in the vicinity of the bridge, and for this, it was found necessary to look below Raleigh. I accordingly made a contract for it, to be delivered by the 1st of June, as well as with a company in Wilmington, Delaware, for the delivery of the castings and bolts; these could not be forwarded to the bridge site until the track was laid down to the river, when only both lumber and iron could be hauled up as fast as it was delivered to us. The Masonry is done—the lumber and iron on the ground, and the workmen actively engaged in framing the Bridge, which, I am assured by that celebrated builder, Col. D. Remm, will be ready to pass the Locomotive in two months from the 10th instant. That being done, we can lay down the iron to the end of the Division by the first of December, and for this purpose, 1,084 tons of iron rails are now in Portsmouth, Va., which I hope will be sent forward at an early day. The Viaducts are all completed, and are found to answer every purpose they were intended to accomplish. The approaches to the one near Statesville, were by means of high embankments; but to facilitate the advancement of the work, trestle work was built on a side-embankment to pass the trains with iron, and then the embankment finished by the trains.

Suitable and convenient freight and station houses have been built at Salisbury, Third Creek, Statesville, Catawba River, and Newton. Handsome and well arranged wood and water stations have been built at Salisbury, Ellis' Cut, Third Creek, Statesville, Plott's Turn-out, and Catawba River. At Ellis' Cut and Plott's Turn-out, we are supplied with running water from springs without the expense of pumping, and west of the Catawba River, we shall avail ourselves of similar advantages. The joint-property of the Western North Carolina Rail Road and North Carolina Rail Road Companies at Salisbury, consists of three houses, one for the local freight of the Companies, one for the through freight, and the third and last is a Passenger Exchange with a shed attached, affording great convenience to passengers. The expense of erecting them has been equitably borne by the two Companies. The second story of this last building is the exclusive property of this Company for the convenience of offices, thus affording them upon the most economical plan, whilst they are convenient and well suited to the necessities of the Road. In the original estimates for the first section of the road, an item providing for these buildings, as well as all others, properly chargeable to the section, was included; and I am gratified to be able to inform you that the sum estimated will be amply sufficient for that purpose. For the protection of the rolling stock of the road, and especially of the Locomotives, of which we have four, an Engine house of convenient and handsome dimensions, with the most approved cast iron Turn-table in front, has been erected, and is now nearly completed. With this building, as well as all others, we have thus far erected, I am well pleased, and believe them to be highly creditable to the companies whose property they are.

The Rolling Stock of the road, at this time, consists of—

Four Locomotives.	Five Flat Cars with low wheels for Ditching.
Two Passenger Coaches.	Two Shanty Cars.
One Baggage Car.	Two Hand Cars.
One Express Freight Car.	Two Section Cars.
Ten Box Cars.	Two Distributing Cars.
Fifteen Flat Cars.	

The road being ready for the Cars to the river, I have for the purpose of keeping it in proper repair, divided the distance into three sections, and put a section master with a sufficient force on each section. And, in addition to this, I have provided a ditching train which has, on all suitable occasions, been employed in that way; and further, for facilitating the construction and completion of the Road, as well as to remove all slides which may occur, a train of cars and a force, temporarily employed, have been engaged advantageously at various points on the road. These two trains have, in addition to their other duties, transported the iron, bridge lumber, rock for cattle guards, &c., and occasionally assisted in the transportation of freight, when there was a greater amount than could be conveniently taken by the passenger train, upon which we chiefly rely for the transportation of freight, having had our freight cars so constructed as to be safely run with the passenger train, thus saving, for the present, the expense of a regular freight train.

STATEMENT

Showing the work done on the first Division of the first Section of the Western North Carolina Rail Road, extending from Salisbury to a point near Hale's store, distance, including Newton branch, 55.2.

Description of Work.	Work Done.	Work to be done.	Total.
Graduation, Masonry, Bridge superstructure, Lime and Cement,	597,000 00	20,000 00	617,000 00
Track-laying complete, including Iron and Cross-ties,	407,082 15	4,500 00	411,582 15
Equipment, Cars and Locomotives,	64,000 00		64,000 00
Land damages,	11,962 00		11,962 00
Sundries,	1,000 00		1,000 00
Engineering and general Superintendence,	37,000 00		37,000 00
*Wells, Wood and Water Stations, Warehouses, and Repair-Shops,	54,000 00	1,000 00	55,000 00
			1,179,544 15

The above table shows the cost of the First Division of the First Section of the road to Hale's (assuming that the work yet to be done will cost $35,000) to be $1,197,544 15

A sum less than the estimated cost, which was,	1,200,000 00
Add to this sum the cost of the Second Division for graduation, masonry, bridge superstructure, iron, cross-ties, track-laying and land damages,	570,782 00
And we have the sum of	1,768,326 00

Then we have left for additional Warehouses, Repair Shops, Wells, Wood and Water Stations, equipment of Locomotives and Cars, as well as Engineering and General Superintendence to complete the Road to Morganton, the end of the first section, the sum of ninety-one thousand six hundred and seventy-four dollars, ($91,674 00.)

The Second Division of the First Section extending from Hale's to Morganton, a distance of 23.4 miles, is under contract to Charles F. Fisher, Esq., upon which a large and efficient force has been engaged. Of the grading, masonry and cross-ties, of which $355,000 is the estimated cost, about $80,000 worth of work has been done; this, in addition to the perseverance and well known energy of the contractor, is a sufficient guarantee that the work will be vigorously prosecuted to completion at an early day. We may, therefore, confidently expect the cars to run to Morganton during the year 1861.

The Second Section of the road shall now briefly engage your attention. This Section may extend from Morganton to a point not more than ten miles east of the western portal of the Swannanoa Tunnel, or to the top of the Blue Ridge in the Swannanoa Gap, a distance of 43.5 miles; and as such I propose to consider it at this time. I shall, however, present it under the head of two divisions; the first extending from Morganton to a point near "Old Fort," and by the ridge line through the town of Marion, 33.5 miles long, whilst by the river line it is 3.8 miles longer. These lines differ only nominally in cost. The direction and location of these lines were so fully set forth in a former report as to obviate that necessity now, and I refer to them mainly for the purpose of submitting a more carefully considered estimate of the cost.

Estimate of First Division of the Second Section extending from Morganton to Sta. 1770, near "Old Fort."

Graduation and Masonry,	$472,045 81
20 per cent added for contingencies,	94,409 16
Iron, chairs and spikes,	228,168 78
Laying Superstructure,	17,330 00
Cross-ties,	30,500 00
Engineering and Superintendance,	35,520 00
Land Damages,	5,000 00
Equipment including Wells, Wood and Water Stations, Warehouses and Repair Shops,	$78,721 43
	$959,693 18

The Second Division of the Second Section extends from Sta. 1770, near "Old Fort" to a point east of the western portal of the Swannanoa Tunnel, and embraces the most difficult, expensive and tedious part of the Road. Of this part of the line, I have also, in a former report, given you a description as well as an estimate. Since then a more detailed and carefully considered estimate has been prepared, the result of which is as follows:

Graduation, Masonry, Bridge Superstructure and Tunneling,	$1,049,003 38
20 per cent contingencies,	209,800 00
Material for Superstructure including the laying down of Iron,	80,000 00
Engineering and General Superintendence,	15,000 00
Equipment including Wells, Wood and Water Stations, Warehouses and Repair Shops,	40,000 00
	$1,393,803 38
Add to this sum the cost of the First Division,	959,693 00
And we have,	$2,353,496 48

as the total cost of the Second Section, including the cost of the Western approach to the tunnel. From the above estimate it will be seen that $2,353,496 is the cost of building the Second Section; but deducting the cost of the Western approach to the tunnel, and allowing for such modifications of the line as may be made on the final revision of the location, and its cost may be set down in round numbers, at $2,310,000 00. The one-third of this sum, $770,000 00, is the sum required as a subscription on the part of individuals according to the terms of the charter.

It may be needless to offer arguments in regard to the sufficiency of this sum to complete the section, but facts are stubborn things, and as we have already shown you, that the First Division of the second section will be completed for its estimated cost as well as the Second Division, is it not fair to infer that the estimate for the second section will be amply sufficient for its completion.

Books of subscription are now open, and I feel assured that the people of Western North Carolina will not let this opportunity pass without availing themselves of the privilege thus afforded them of securing to themselves this great public highway. Secure the second section, and the extension of the Road to the Tennessee line, so as to connect with Western Roads, is beyond the contingency of a doubt. For, in view of this, the Legislature at its last session provided for such surveys as would determine the practicability of one or more lines, thus giving evidence of a determination to push this great State improvement through to completion.

It is known that a practicable and comparatively cheap line may be built from Asheville, down the French Broad river, to some point on the Virginia and Tennessee Rail Road, which will be about 84 miles long. But another survey from Asheville, 145 miles, in the direction of Chattanooga, may develope a line that will compete successfully for the Southern and South-western travel. For a mere inspection of any rail-road map, upon which the lines are laid down, will show, at a glance, that it will be almost an air line from Memphis via Chattanooga, Asheville, Salisbury and Weldon to Norfolk, Va., and if built, will open up one of the most direct and attractive routes for the travelling public between the North and the South.

*This item includes about $10,000 paid for joint buildings, to be refunded by the N. Carolina Rail Road Company, leaving that sum as yet unexpended.

TABLE OF DISTANCES,

From Memphis, Tennessee, to Norfolk, Va., via Western North Carolina Rail Road and Connections.

FROM MEMPHIS TO	INTERMEDIATE.	TOTAL MILES.
Chattanooga, Tennessee,	309	309
Cleveland, Tennessee,	28	337
State Line,	22	359
Asheville, N. C.,	145	504
Salisbury, N. C.,	140	644
Hillsborough, N. C.,	90	734
Weldon via Ridgeway, N. C.,	97	831
Norfolk, Va.,	80	911

TABLE OF DISTANCES,

From Memphis, Tennessee, to Norfolk, Va., via Virginia and Tennessee Rail Road and Connections.

FROM MEMPHIS TO	INTERMEDIATE.	TOTAL MILES.
Cleveland, Tennessee,	337	337
Knoxville, Tennessee,	82	419
Bristol, Tennessee,	130	549
Lynchburg, Virginia,	204	753
Petersburg, Virginia,	123	876
Norfolk, Virginia,	77	953

The above tables of comparative distances, will show the difference and relative distances between Memphis, Tennessee, and Norfolk, Va., thus placing this line not only on an equality, but showing it to be 42 miles shorter than any other route.

And should this line be found practicable within a reasonable cost, and be built, then its relative location is such as not only to invite and attract connections on the South and West, but almost to command connections with roads from Pensacola, Mobile and New Orleans, and this alone, to say nothing of its being one of the great and important links, that at no distant day, is destined to connect the Atlantic with the Pacific, should be a sufficient incentive to arouse such a spirit amongst the friends of this improvement, as will evince to the world that you have erased from your vocabulary, or know no such word, as *fail*.

I have the honor to be gentlemen,
Very Respectfully, your ob't. servant,
JAMES C. TURNER,
Chief Eng. W. N. C. R. R.

TABLE OF VIADUCTS,

Arch Culverts and Bridges on the first Division of the Second Section, Western North Carolina Rail Road:

No. of Stream.	Name of Stream.	Distance from Morganton in miles.	Length of span in feet.	Height of grade above water in feet.	Plan of structure.	[illegible]	[illegible]	[illegible]
1	Silver Creek,	2.27	30	[illegible]	Viaduct,	[illegible]	[illegible]	
2	Henly Creek,	[illegible]	10	40	Arch Culvert,	[illegible]	[illegible]	
3	Muddy Creek,	[illegible]	30	[illegible]	Viaduct,	[illegible]	[illegible]	
4	Shadrack's Creek	11.7[illegible]	14	24	Arch Culvert,	[illegible]	[illegible]	
5	"	12.48	16	[illegible]	"	[illegible]	[illegible]	
6	"	12.60	10	15	"	[illegible]	[illegible]	
7	Big Nish Creek,	[illegible]	14	48	"	[illegible]	[illegible]	
8	"	[illegible]	16	[illegible]	"	[illegible]	[illegible]	
9	"	[illegible]	14	[illegible]	"	[illegible]	[illegible]	
10	Osborne's Creek,	[illegible]	6	[illegible]	"	[illegible]	[illegible]	
11	Catawba River;	27.2[illegible]	40	36	Viaduct,	[illegible]	110	
12	Cane Creek,	[illegible]	24	40	Arch Culvert,	[illegible]	[illegible]	
13	"	[illegible]	6	[illegible]	"	[illegible]	[illegible]	
14	"	[illegible]	[illegible]	[illegible]	"	[illegible]	[illegible]	
15	Newberry's Fork,	[illegible]	40	18	Viaduct,	[illegible]	[illegible]	
16	Mill Creek,	[illegible]	30	15	Girder,	[illegible]	...	
17	"	[illegible]	[illegible]	[illegible]	"	[illegible]	...	

TABLE

Showing the number, name, length, size, cubic yards and elevation above tide water, of all the Tunnels.

Name of Tunnel.	Dist. from Swannanoa Gap.	Length of Tunnel.	Size of Tunnel.	Contents in cubic Yards.	Elevation of highest ground.	Elevation of grade.	Elevation of ridge above grade.
		Feet.	15 x 11		Feet.	Feet.	Feet.
Point,	9.26 miles.	170	"	[illegible]	[illegible]	[illegible]	[illegible]
Birch Ridge,	[illegible] "	275	"	[illegible]	[illegible]	[illegible]	[illegible]
Lick Log,	[illegible] "	440	"	[illegible]	[illegible]	[illegible]	[illegible]
Big Ridge,	1.40 "	440	"	[illegible]	[illegible]	[illegible]	[illegible]
Burgin,	[illegible] "	255	"	[illegible]	[illegible]	[illegible]	[illegible]
Swannanoa,		1800	"	[illegible]	[illegible]	[illegible]	[illegible]
Total length of Tunnels, ...[illegible]				[illegible] Cubic yards in Tunnels.			

TABLE

Of Mechanical Structure on the Second Division, Second Section, Western North Carolina Rail Road.

Name of Stream.	Distance from Swannanoa Gap in miles.	Character of Structure.	Length in feet.	Height in feet.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Third crossing of Mill Creek,	[illegible]	Stone Viaduct.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
4th do	[illegible]	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
5th do	[illegible]	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
6th do	[illegible]	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
7th do	[illegible]	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
8th do	[illegible]	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
9th do	[illegible]	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
1st cr. Long Br'h,	[illegible]	Arch Culvert.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
10th cr. Mill Cr.	[illegible]	Stone Viaduct.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
11th do do	[illegible]	do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
2d cr. Long Br'h,	[illegible]	Bridge Lesnanv.?	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
12th cr. Mill Cr.	[illegible]	do do	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
13th cr. do	[illegible]	Stone Viaduct.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
14th cr. do	[illegible]	do.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
3rd cr. Long Br.	[illegible]	Arch Culvert.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

A Detailed Statement of Transportation, Receipts, and Disbursements, on the Western North Carolina Rail Road, for the fiscal year ending 1st July, 1859.

DATE.	Salisbury Station: Freight.	Passeng'rs	Total.	Third Creek Station: Freight.	Passeng'rs	Total.	Statesville Station: Freight.	Passeng'rs	Total.	Catawba Station: Freight.	Passengers.	Total.
1858. July, Aug. and Sept.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
October,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Nov.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dec.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1859. January,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Feb.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
March,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
April,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
May,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
June,	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Total amount of Receipts from all sources by W. N. C. R. R. on account of transportation,	$17,069 53
Add to this sum, amount due from United States for transportation of Mails to this date,	375 16
Amount freight collected for N. C. R. R. Company, included above,	$7,394 81
Less amount due from N. C. R. R.,	[illegible]
Expenses incurred and paid on account of transportation as per accounts rendered, marked A, B, C, and D,	[illegible]
Balance due on account Transportation, being nett earnings of this Department to date,	$6,285 67

*This amount will be reduced by the settlement of some accounts not yet presented, which are properly chargeable to this Department.

A gentleman was threatening to beat a dog who barked intolerably: "Why," exclaimed an Irishman, "would you beat the poor dumb animal for spakin' out?"

"I never give alms to strangers," said Hunx to a poor woman. "Then you will never relieve an angel," was the quick reply.

An Irish lover has remarked that it is a great pleasure to be alone, especially when you have your sweetheart with you.

Indolence is the rust of the mind and the inlet to every vice.

The best line to lead a woman with, is a masculine.

The best line to lead a man with, is crinoline.