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## DOMESTIC.

### RAIL ROAD.

From the Norfolk Herald.

We publish to-day the very interesting Report of the Committee on the *Tarborough and Roanoke Rail Road*, and earnestly recommend it to the consideration of the good people of Norfolk, who, we conceive are deeply interested in the proposed undertaking. As we mentioned in our last, Books for subscriptions of stock to carry it into effect were opened on the 31st ult. conformably to the provisions of the charter, and with a perfectly reasonable expectation that a large majority of the shares would readily be subscribed by the citizens of Norfolk, from the fact that it will add greatly to the permanent benefit of Norfolk, and in consideration of their superior ability over that of any other town or section of the country to be benefitted by the work—to say nothing of the moral certainty of its yielding a handsome profit on the capital invested. Perhaps, and we believe, there are many of our citizens who have not yet given their attention to the subject, and have formed no idea of the advantages to them which it involves: it is for that very reason that we are so particular in recommending the Report which we publish to-day to their earnest consideration. It contains information from the best sources—from gentlemen of the highest respectability for character and intelligence, residing in that part of North Carolina through which the rail road is to be run—and must satisfy all who would be informed of the matter, of its great utility, its susceptibility of accomplishment with a comparatively small capital, and, in short, not only of the entire safety of an investment of money in the enterprise, but a positive advantage from it, as well in the enhancement of the value of their real estate as in the profits accruing from their stock.

The Committee appointed at a public meeting, at the Exchange, on the 31st Dec. last, convened for the purpose of taking into consideration the subject of a Rail Road from Tarborough to Hamilton, in North Carolina—and whose duty it became to "ascertain (either by personal observation, or thro' the means of correspondence) the expediency of establishing the said rail road, and to report to an adjourned meeting the facts and circumstances which may render the enterprise judicious, and also to ascertain, as near as possible, the disposition of our citizens, to aid the object by subscriptions of stock,"—beg leave to submit the following

### REPORT:

A correspondence was immediately opened with several intelligent, practical and influential citizens of North Carolina, from some of whom answers have been received, which the Committee beg leave to submit as a part of this Report.

The advantages to arise from the construction of the road are pretty fully set forth in one of

these letters: but from a knowledge of the country by some of the members of the Committee, there are other circumstances favorable to the enterprise, which the Committee think it their duty to present.

The country through which it is expected the road will pass, is singularly favorable for its cheap and expeditious construction, as the expense of graduating, will probably be as small as it would be over any similar extent of country in the United States. Timber of the proper description for the construction of the Road abounds on the contemplated route, and the Committee are of opinion that both that and the land which will be used for the road, may be obtained from the proprietors at a very small cost, if indeed at any charge at all. The intelligent and influential portion of the community in the neighborhood of the contemplated road, are very favorably disposed towards its construction, and the committee indulge the hope that this will be manifested by a liberal subscription to the stock. It will be seen by a letter now submitted, from a gentleman whose opinions and statements are entitled to great consideration—that the trade of *fourteen counties*, in whole or in part, will probably be directed to Tarborough, should the road be constructed, and it is evident, that for all the purposes of business, Tarborough will be, on the completion of the road, so conveniently situated to the Roanoke that its trade must necessarily take that direction, and the committee think it equally certain that it will thence be directed to Norfolk.

At present, the trade of Tarborough, limited as it is, compared to what it probably will be, would be a very valuable accession to the trade of Norfolk—but, it goes almost exclusively to New York, by the route of Tar River, Pamlico Sound, and Ocracock—a long, tedious and dangerous navigation, which, would be readily abandoned, for the safer and more expeditious route to Norfolk. Another consideration which the committee feel it their duty to present to their citizens is, that, as there are evidences that the jealousy formerly felt towards us by our neighbors of North Carolina, has given place to a better feeling, and that the prejudices which existed against the trade with Norfolk have been, in a great measure, removed, the present seems to be a favorable opportunity to establish Norfolk more extensively, than it has ever yet been, as the market for the produce of North Carolina, and for securing a permanent, extensive and valuable trade with a section of that State, with which there has hitherto been a very limited intercourse, and which, it does not appear to the minds of the committee, is likely to be increased, without some additional facility, than which none appears more practicable than the contemplated rail road.

With respect to the disposition of the citizens of Norfolk to aid the object by subscriptions to the stock, the committee have had no means of ascertaining the same, nor do they

suppose it can be ascertained, until the subject shall be fully and fairly presented to them.

The committee have the pleasure of stating that the bill authorising the construction of the road was passed by the Legislature of North Carolina in January last, and beg leave to submit a copy of the same, herewith.

H. B. Gwathmey, Ch'n.  
Samuel D. Rawlins, Sec'y.

Palmyra, Jan. 17, 1832.

H. B. GWATHMEY, Esq.

Sir—I had the pleasure to receive your letter of the 4th inst. and lose no time in replying to it, and giving you my ideas and opinions on the subject of it. There are two points on Roanoke river which I think are worthy the attention of the committee of which you are chairman, in recommending the location of a rail road from the river to Tarborough, namely Hamilton and Hill's Ferry. I see the resolutions contemplate Hamilton, as being at the head of steamboat navigation, and from which the road should proceed; but before any thing be done towards the construction of a road, I presume an accurate survey will be made, not only of the route from Hamilton to Tarborough, but also of that from Hill's Ferry to the same place. A survey of the river from Hamilton to Hill's Ferry should likewise be made and when an accurate report was made to the committee, and an estimate of the expense on both routes connected with the expense of removing the obstructions in the river, the committee will then be able to recommend the location of the road, and the expediency of constructing one. The difference in the distances on a straight line between those two points and Tarborough, must I think be four miles in favor of the route to Hill's Ferry—the distance by land from Hill's Ferry to Hamilton is thirteen miles; by water it may be sixteen to eighteen. I know nothing of the obstructions in the river between the two places, nor of the expense of removing them, but I am told they can easily be overcome. The above remarks apply to the costs and expenses which would attend the construction of the road upon either route. I am told the road from Hamilton would cross two large swamps—that from Hill's Ferry would cross none—materials are equal on either route.

As regards the interest of Norfolk and a large portion of North Carolina, I feel no hesitation in saying that Hill's Ferry commands a decided preference—that point, as you will see on the map, is higher up the country, more contiguous to the counties named in the preamble to the resolutions—it has good roads leading to it from all places south of Roanoke—it has a Ferry, and a communication with the counties north of the river—the convenience to any small craft, which the Navigation Company might see fit to employ between the Ferry and Weldon—any boat descending the river from the upper counties after the locks at Weldon are completed, all those opera-

tions would derive facilities, from making Hill's Ferry the depot for the discharge and reception of produce and goods, and I have no doubt that ere long, many travellers from the contiguous counties would take the steamboats for Norfolk, provided the accommodations were good and reasonable, and expedition used. I may be sanguine, but I think, with liberal efforts on the part of the citizens of Norfolk, Hill's Ferry may be the depot for a large quantity of the products of North Carolina intended for the Norfolk market. Much, however, may all, will depend upon the resources and efforts of the people of Norfolk.

I cannot answer as to the value or quantity of the produce that passes thro' Tarborough; those facts are better known to the gentlemen who reside there. That the quantity would be much increased by facilitating transportation, admits of no doubt.

I am quite sure, that Norfolk will derive great commercial benefit from the establishment of the contemplated road, as well as from every facility and encouragement it can give to an intercourse with North Carolina. The unhappy jealousies and selfish policy of the Cape Fear interest, throw obstacles in the way of any improvements in the State, except those predicated on the advancement of the interest of that section of country. These obstacles must aid the intercourse with Norfolk—I need only to refer to the map of N. Carolina, to satisfy you that the products of the greatest part of the State, will not be carried to Fayetteville, when facilities are afforded for their conveyance to a market on the eastern sea coast.

I have hastily committed the above remarks and the few ideas that the occasion gave rise, to to paper, which I hope may be acceptable to the committee, and which you will please to submit.

I am, sir, very respectfully,

Your obedient servant,

John Devereux.

Tarborough, March 23d, 1832.

Dear Sir—Your respected favor of the 19th inst. is now before me, asking information upon the contemplated Rail Road from Tarborough to Hamilton.

In reply, I cheerfully respond—first, I have shown to the committee your letter, and have consulted some other of our citizens on the subject, whose opinions perfectly coincide with mine, as to the average quantity of produce shipped from our little town, annually. The amount of course will vary according to the seasons, but it is confidently believed the following schedule will, on actual experiment, hold good—viz:

4,500 to 5,000 bales Cotton; 6,000 lbs. Lard; 80 to 100,000 lbs. Bacon; 3 to 4,000 lbs. Tallow; 3 to 4,000 lbs. Beeswax; from 4 to 5,000 brls. Corn; 4,000 bushels Peas; 2 to 3,000 bushels Wheat; Naval Stores, from 3 to 5,000 brls.; a small quantity of Flaxseed, and Staves and Lumber of all kinds; whenever a market is open for those articles, no fair or average calculation can, under present circumstances, be made of the

quality or quantity of those articles; much, of course, will depend on the demand, &c.

The tributary counties, are as follows:—The upper part of Pitt, nearly all of Martin, the lower part of Halifax, Greene, Wayne, Johnston, Nash, Franklin, Warren, Wake, Granville, and frequently Orange, Caswell, and Guilford, send produce to our part of the country; if as good prices could be obtained in Tarborough as at Fayetteville, this trade would accumulate. The roads leading from all the counties above and to the west of us to Tarborough, are much better than to Fayetteville, or Halifax & Weldon, and the people would greatly prefer coming to Tarborough.

At present a very inconsiderable part of the produce taken at 'Tarboro', comes from the counties above and to the west of us.

It is confidently believed that the produce from the counties before named, would principally pass on the rail road to Hamilton, should the facilities meet the expectation of the public, and Norfolk pay as fair prices as Petersburg, "much will of course depend on the prices paid at Petersburg and the value of the same articles in Norfolk.—It would certainly seem reasonable to expect the Norfolk market would at all times compete with Petersburg," as the locality of the former is much more advantageous for commerce than the latter.

The Committee at Tarborough have every reason to believe the stock vested in the road will be profitable, and no one can doubt for a moment, that Norfolk will be more benefitted by the construction of the road than any other place. Indeed were I a resident of Norfolk, I would use every exertion for the successful accomplishment of the object, and more particularly, the owners of real estate in your borough should feel much greater solicitude. I hope the liberality of your citizens will stand conspicuous on your subscription list.

There are many contemplated rail roads now before the public, and much excitement pervading all parts of the country; but among all that comes to my knowledge, there is not one that seems to me so practicable as ours. The country through which it will pass is by nature as well or better adapted to a cheap construction of a rail road than any in the United States—the distance not exceeding 18 miles, and the investment almost certain to yield a handsome income. It is impossible to conjecture what effect this little road will have upon other great internal improvements that will no doubt be connected with this first established road in our State.—The increased products of our soil, with a corresponding consumption of imported articles, will, I have no doubt, exceed in a few years, the most extravagant estimates that could now be made by the warmest friends to its success.—With much and sincere respect, your most obedient servant,

Spencer D. Cotten.

Mr. H. B. Gwathmey, Chairman of Rail Road Committee, Norfolk, Va.