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The Tarboro' Press,

BY GEORGE HOWARD,

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MISCELLANY.



WOMAN'S RIGHTS.

Why such confusion when we see
The ladies a la Bloomer?
In this at least, we should permit
Them to enjoy their humor.
If nature in her kindest mood
Gave fair proportions to them,
It is but right that fashion should
Permit the dears to show them
Though sappy heads with sapsless limbs
There are enough—I know it—
To cry for shame! My notion is
They're right. So, let 'em go it.

From the Washington Whig.

To the President and Directors of the
Greenville and Raleigh
PLANK ROAD COMPANY.

GENTLEMEN, Agreeably to your instructions, I herewith transmit to you a Plot of a survey made between Tyer's Bridge and Raleigh, accompanying which is a statement of the general character of the Country; and also an estimate of the cost of construction and receipts of your contemplated Road. Between Tyer's Bridge and the Rail Road, two routes have been surveyed, one leading to Black Creek, and the other to Wilson. From the Rail Road to Raleigh but one, which leads from Wilson to Raleigh, passing through Stanhope and Wakefield.

As the survey was not intended as one for the location of the Road, but for the purpose of ascertaining the situation of different points along the contemplated route, and the character of the Country through which it may pass, with such other information as may be of service to you, the public Road was followed for the purpose of saving time and expense.

Accompanied by R. L. Myers, Esq., a member of your board, I also examined a route leading more direct from Wilson to Raleigh, which was found to be hilly and rocky in many places, and crossing streams which might be avoided by adopting the northern or Stanhope route.

The route by way of Stanhope would increase the distance some two miles, but a Plank Road could be constructed over it at less expense than the direct route. The grades also, on this route, would be much easier than those of the direct one. The bridges fewer and shorter, and the material for the road-bed better. These facts recommend the Stanhope Route as the most practicable. I shall therefore confine myself to the consideration of the Northern or Wilson Route passing through Stanhope, and the Southern or Black Creek Route.

THE BLACK CREEK ROUTE.

I have not examined the route personally, and can only give such information as I have been able to obtain from other sources. From Tyer's Bridge to Black Creek, the route would pass near the Great Contentnea Creek much of the way.

In the Eastern and Southern portions of the State, the Country near the streams is broken, especially that situated on the north side, and therefore to obtain a level road, they must be avoided.

A direct route from Tyer's Bridge to Black Creek would cross the Toisnot and Great Contentnea Creeks, requiring expensive bridges.

Between Black Creek and Raleigh, I know nothing of the general character of the Country, except that the streams in that section of the Country become larger and the banks higher and more broken as they extend farther South; and from these facts I conclude that the grading and bridging would be much more expensive on this than the Wilson route. This route would pass through or near Stan-

burg, to which place the Great Contentnea is navigable for a part of the Year, which perhaps would divert a portion of the produce in its vicinity from your Road.

Black Creek is situated six miles nearer Wilmington, than Wilson, and according to the present rate of freightage from Wilson to Wilmington on the Rail Road, a barrel of produce would be carried for three cents less from Black Creek than from Wilson. This difference may seem inconsiderable at first, but when we consider that it is more than sufficient to pay one half the toll on an ordinary load for two horses, from the Rail Road to Greenville on a Plank Road, it is worthy of consideration.

The freightage, however, from the two places may be the same. But even should this be the case, then the location of Wilson is more favorable than that of Black Creek; for should the Rail Road Company reduce their freightage to the lowest possible rates for which they can afford to carry produce to market from the two places, so that they may compete with your Company, then the freightage to Wilmington must be less from Black Creek than from Wilson, as the distance is shorter. From Black Creek to Raleigh the route would pass within twelve or fourteen miles of Smithfield, from which place the Neuse River is navigable, which would to a greater or less extent draw off from your Road the produce of that section of Country. It would also pass near to, and parallel with the Central Rail Road and Northern Plank Road designed to pass between Fayetteville and Raleigh, the one already in course of construction, and the Company of the other organized and ready to commence operations. Your President informs me that along the line of this route, "conditional subscriptions" to the amount of some \$6000 have been subscribed, provided your Road shall pass through Stantonburg, Black Creek and Bulah.

I cannot say that these places are so situated that the most direct and practicable route would pass through or so near to them as to meet their "conditions." If this should not be the case, then the sum subscribed would be diminished to some extent. I would here remark that it is important to the success of a Plank Road, or any Road, that individuals residing near it shall be so interested, that self interest will induce them to give it their patronage, care and influence.

THE WILSON ROUTE.

Under instructions from the President of your body, I have made a survey of this route from Tyer's Bridge to Wilson, for the purpose of the location of your Road, and find the route to be practicable and favorable, a plot of which I also present to you for your consideration; an estimate of which you will find on a sheet attached to this report. The country is so level that but little grading will be necessary. The White Oak and Toisnot Creeks are the only streams of any importance to be crossed, and require bridging. Timber is abundant. The "right of way," so far as I have been able to learn, will in most cases be given, for and in consideration of the benefits which the Road will confer. With a few alterations I think this the best route which can be obtained from Tyer's Bridge to the Rail Road.

A Road located on this route would be as profitable as any other, built as cheaply, the right of way cost as little, and with less injury to the plantations through which it passes than any other line that could be traced out, as favorable as this one, in other respects. It is very important, however, that the right of way should be secured before an actual location shall be made, for in so doing it may be obtained at less cost and trouble. The distance is 27 miles, being 3 miles less than by the Public Road. The distance from Wilson to Raleigh by the Public Road is 5 1/2 miles.

It may be reduced to about 46 miles, making the whole distance from Tyer's Bridge to Raleigh 73 miles, add to this 9 1/2 miles, the distance from Greenville to Tyer's Bridge, and it will make the whole distance from Greenville to Raleigh about 83 miles.

From Wilson to Eagle Rock, a distance of 36 miles, the country is very favorable

for the construction of a Plank Road, the Soil is a mixture of sand and clay, which may be easily graded and make an excellent Road-bed. The plank will last longer on this material than on sand, and the summer or earth Road will soon become compact and hard, thus obviating to a great extent, a difficulty common to Plank Roads, that of passing. The timber also on this Route is abundant and can be obtained at reasonable prices. From Eagle Rock to Raleigh, a distance of 10 miles, the country is broken, and would be the most expensive portion of the route.

The timber is scarce, and it would be necessary to obtain plank elsewhere, the average hauling of which would be about 7 miles. The same difficulties would be encountered on the Black Creek route, as on this, as it would be necessary to cross the Neuse River in going to Raleigh, the general character of which is the same in this vicinity. This route passes through a section of country in which there are no means for transportation, except the public roads which are generally in a condition not calculated to be used for such purposes.

On this account the Lands are but poorly cultivated; and the Pine is abandoned after the first year, if used at all. An improvement such as you propose is needed here, if anywhere; the soil naturally fertile would be cultivated and improved, and the Pine, now so far distant from market as to render attention to this branch of industry unprofitable, would be profitably worked. This route is favorable in every respect—The road would pass through a section of country for a great portion of its length favorable indeed for the construction of a Plank Road, both for cheapness and durability combined, and exempt from competition, except the Wilmington Rail Road over which it crosses; and which in my opinion will not affect your road injuriously to a great extent.

There have been 61 shares of stock taken at Wilson, amounting to \$1,600 and \$4000 pledged in the vicinity of Stanhope, making in all \$5,600. I think this amount could be increased by proper exertions.

I have thus given you the facts, so far as I have been able to obtain them, in relation to the two routes. As I have no data, by which to make an estimate of the cost for constructing the Black Creek route, nor the receipts of the Road after completed, I must confine myself to the Wilson route in making my estimates. In order to present the subject more plainly to you, I have made four divisions which are as follows:—

1st division, from Greenville to Tyer's Bridge, 9 1/2 miles, cost	\$13,522 17
2nd division, from Tyer's Bridge to Wilson, 27 miles, cost	37,140 24
3rd division, from Wilson to Eagle Rock, 36 miles, cost	49,640 32
4th division, from Eagle Rock to Raleigh, 10 miles, cost	17,438 20
Making 82 1/2 miles, cost	\$117,740 93

In making my estimates I have guarded against making them too low, and I have no doubt but that the above sum will be found sufficient to complete your road.

The annual interest on \$117,740 93, at 6 per cent, is	\$7,064 46
To this add the salaries of 8 toll keepers, at \$100 per annum each,	800 00
Salaries of Officers and contingent expenses,	1,500 00
Yearly repairs, \$10 per mile,	827 50
Making the yearly cost for supporting the Road	\$10,191 96

ESTIMATE OF INCOME.

It is estimated that six wagons of two horses each will leave Wilson for Greenville daily—37 miles, 2 cents per mile each way for 313 days, will make \$2,779 44.

A gentleman from the vicinity of Stanhope, has furnished me with the following statement, the accuracy of which is unquestionable.—"Three fourths of the products of the northeastern part of the State which seek the lower eastern mar-

kets, pass down the Hillsboro' Road, and connect with our Road at Stanhope. This produce consists mainly of Flour and Tobacco. I estimate that 3 wagons pass down daily laden with these products, which it is the interest of the producer to wagon to the lower part of the State, as the price there is uniformly better. There are 9 Distilleries near this place, which annually make 30,000 barrels of Spirits of turpentine and rosin. This amount would be greatly increased if the means for transportation were improved, and the Distilleries would send off Thousands of barrels of common rosin, which they now burn, because they cannot afford to haul it so far over a sandy road for the price it brings after reaching market."

30,000 barrels yearly, would be about 95 barrels per day. Estimating 100 barrels would leave that region of country daily for Greenville; add to this number the three wagons which now pass, and it will make 8 wagons. 57 miles, 2 cents per mile each way, will make \$5,709 12.

Estimating 4 wagons to leave Raleigh for Greenville daily—82 1/2 miles, 2 cents each way,	4,147 25
Daily Stage,	1,036 03
Add for pleasure and way travel,	4,000 00
	14,892 40

Add the 6 wagons from Wilson to Greenville daily,
 2,779 44 |

Total amount of receipts yearly,	17,671 84
Deduct from this the interest on the capital Stock, and annual expenditures,	10,191 96
Leaving a surplus of	\$7,479 88

Or more than 6 per cent.

Now if you lay by \$4,500 of this at annual interest, it will amount to over \$67,000 in eleven years. Allowing the road to last that length of time, and \$810 per mile to rebuild it, this sum will be sufficient for that purpose.

Gentlemen, I can see no reason why your Road will not be a profitable one. So far as I know of the result of Plank Roads, and I have been intimately connected with them since their introduction into the United States, they have always been attended with the best success; and so far as I have been able to learn from other sources, reliable and authentic, the Stockholders have in every instance received a fair dividend on their investments.

In Canada, the Northern, Western and some of the Southern States, their utility has been fully tested. They can be used by all. They reach and benefit alike the rich and poor, every class of the People, the Producer, Merchant and Mechanic; affording a pleasant and speedy mode for travel, and a cheap and sure means for transportation.

Experience has taught us that in proportion as the means for communication and transportation are improved, highways made better, and distance shortened, bringing as it were different sections of the Country nearer together, so that the various modes and customs of each may be more freely discussed among the People, and the cost for transportation diminished; so also in the same ratio, will the People be enlightened, the Country improved, and its resources developed.

Plank Roads more than any other, attain this end. More cheaply constructed, and kept in repair at less expense than any other improved highway, they are best adapted to the wants and necessities of the People. The Country through which they pass furnishes the material to construct them, so that the means used in their construction are kept at home.

At the North, and at the South also, in your own State, they have made valuable Lands which before were valueless. If they are beneficial there, they will be doubly so here. Your sand soil renders them more necessary, and you have the best material with which to build them, better and more durable than the Northern States produce.

I would say in conclusion that if the same causes produce the same effects here as elsewhere, yours must be a profitable

and beneficial Road, leading as it shall from tide water to the Capital of the State, and passing as it will through a section of Country whose soil is fertile and susceptible of a high state of cultivation. As before stated you are exempt from competition; your country is level; you have but few streams to cross requiring expensive Bridges, and you have the best timber, and an abundance of it.

In view of these facts and advantages so peculiarly your own, and the uniform success of Plank Roads everywhere, demonstrated by experience, your prospects are such as to fully justify you in the vigorous prosecution of the work under your charge. Respectfully submitted.

MASON LOOMIS,
Civil Engineer.

Dreadful Tragedy.—Four citizens of Maryland shot—two Killed.—The Baltimore papers contain an account of a most atrocious and bloody outrage committed in the State of Pennsylvania on the 11th instant by the abolitionists and free blacks, in resisting the execution of the fugitive slave law—an outrage which calls for the most prompt and efficient measures on the part of the State and Federal Governments to bring the offenders to condign punishment.

It appears that Edward Gorsuch and son, residents of Baltimore county, accompanied by Nicholas Hutchinson, Joshua Nelson, Dr. Thos. Pierce, Joshua Gorsuch, and others, with the Marshal and a posse from Philadelphia, went to a place called Christino, in Lancaster county, Pa., for the purpose of recovering some runaway slaves, belonging to Edward Gorsuch, who ran off about a year ago.

Upon attempting to enter the house occupied by the fugitives, several negro men rushed upon them, armed with muskets, and prevented the party from entering. A crowd of whites and blacks numbering about 200, soon collected on the blowing of a horn by the fugitives' party, and the negroes surrounded the house. The Marshal commanded the persons present to assist him in executing the law, but they refused.

Gorsuch and friends then retired, being overcome by the negroes, aided and abetted by the whites. Whilst retiring, however, the negroes deliberately fired upon the party, from the windows of houses hard by; they were also attacked by the crowd in the street—Edward Gorsuch was wounded in the breast by a musket ball—fell and instantly expired. His son shot the negro dead who killed the father, and received a shot in the arm, and another in the shoulder, and has since died of his wounds. Both father and son were inhumanly beaten with clubs by the wretches after being shot down!

The other Mr. Gorsuch, likewise received a shot, and is believed to be mortally wounded; Dr. Thomas Pierce was also shot and badly beaten, and it is feared he will not survive the injuries. The Messrs. Hutchins fortunately escaped without personal injury.

In the conflict, two or three of the negroes were also shot.

The excitement in Baltimore is most intense.—*Raleigh Star.*

Serious Riot and loss of Life.—A very serious difficulty occurred on the 4th inst. among the Irish laborers employed on the New Jersey Central Railroad, near Easton, Pa. A quarrel took place Sunday week between the natives of the different counties of Ireland engaged on the road. On the 4th inst. those upon the upper section, numbering 300 men, armed with picks, bars, &c., came down to attack those of the lower section, who were armed with muskets, which they had been secretly transporting up the railroad in small quantities for several days previous. Upon the attack of the upper party, the lower fired and three fell, one dead and two severely wounded, when they fled to the woods, where they continued the fight.

The Sheriff called out the military, and succeeded in quelling the riot without further loss of life. A number of muskets in the hands of the rioters were seized. The riot had its origin in the comparative merits of the "Corkonians" and "Fardowns."—*ib.*