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F. C. HILL, Editor and Proprietor.

"BE JUST AND FEAR NOT."

Wilmington, North Carolina.

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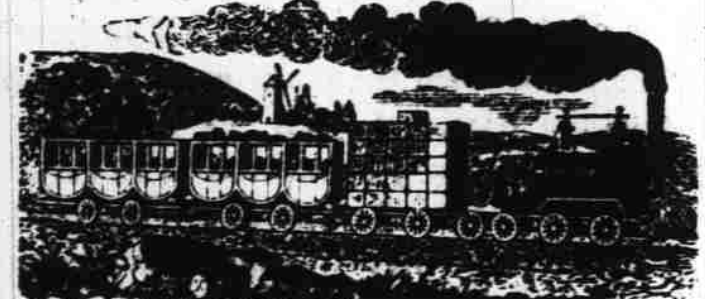
TERMS.
THREE DOLLARS PER ANNUM, IN ADVANCE.
ADVERTISEMENTS

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the first, and TWENTY-FIVE CENTS for each subsequent
insertion.

No Subscribers taken for less than one year,
and all who permit their subscription to run over
a year, without giving notice, are considered
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No paper discontinued until all arrearages are
paid, unless at the option of the Editor.
OFFICE South West of the Town Hall, op-
por from the corner.

WILMINGTON & BALTIMORE EXPRESS LINE,



THE MOST EXPEDITIOUS AND COMFORTABLE
BETWEEN THE NORTH AND SOUTH.

TRAVELLERS going North or South are
respectfully informed that the WILMINGTON
COMPANY have already 80 miles of their
Railroad in operation; the staging, which is
now only 100 miles, will be reduced ten miles
per month for the ensuing three months.

From and after the 10th day of October, this
line will be daily from Garysburg, (the intersec-
tion of the Portsmouth and Petersburg Railroad
to Wilmington,) and four times per week be-
tween Charleston and Wilmington.

Travellers, by observing the following direc-
tions, will meet with no delay:—

GOING SOUTH VIA RICHMOND & PE- TERSBERG.

Leave New York on Mondays, Tuesdays,
Thursdays and Saturdays, at 5 P. M.

Leave Philadelphia on Sundays, Tuesdays,
Wednesdays and Fridays, at 7 A. M.

Leave Baltimore on Sundays, Tuesdays,
Wednesdays and Fridays, at 4 P. M.

Leave Washington on Sundays, Tuesdays,
Wednesdays and Fridays, at night.

Leave Richmond on Mondays, Wednesdays,
Thursdays and Saturdays, at 10-14 A. M.

Leave Petersburg on Mondays, Wednesdays,
Thursdays and Saturdays, at 13 M.

Leave Garysburg on Mondays, Wednesdays,
Thursdays and Saturdays at 5 P. M.

GOING NORTH VIA PETERSBURG & RICHMOND.

Leave Charleston on Mondays, Wednesdays,
Fridays and Saturdays, at 5 P. M. and continue
through to New York, without any delay, via
the Halifax, Petersburg, Richmond, Washing-
ton, Baltimore and Philadelphia Railroad.

This line also connects with the Portsmouth
Railroad and the Chesapeake Bay Boats to
Baltimore three times a week, and twice a week
with the steamboat Columbia, from Portsmouth
to Washington City, viz.

GOING NORTH VIA THE CHESA- PEAKE BAY BOATS.

Leave Charleston on Mondays, Wednesdays,
Fridays and Saturdays, at 5 P. M. and proceed
without delay to Portsmouth, and take the steam-
boat for Baltimore at 3-1-2 P. M. on Wednes-
days, Fridays and Sundays.

GOING SOUTH VIA THE CHESA- PEAKE BAY BOATS.

Leave New York on Sundays, Tuesdays, and
Thursdays, at 5 P. M. by Railroad to Philadel-
phia.

Leave Philadelphia on Mondays, Wednesdays,
Fridays and Saturdays, at 7 A. M. by either the steam-
boat or Railroad Lines.

Leave Baltimore at 3-1-2 P. M. on Mon-
days, Wednesdays and Fridays.

Leave Portsmouth on Wednesdays, Thurs-
days and Saturdays at 1-2 A. M. and take the
Wilmington and Halifax Railroad Express
Line on the same evenings, and proceed directly
to Charleston via Wilmington.

GOING NORTH BY THE STEAMBOAT COLUMBIA VIA PORTSMOUTH.

Leave Charleston on Mondays, Wednesdays,
Fridays and Saturdays, at 5 P. M. and proceed
without delay to Portsmouth, and take the steam-
boat Columbia, for Washington, on Tuesday night
and Sunday morning.

GOING SOUTH BY THE STEAMBOAT COLUMBIA.

Leave New York on Wednesdays and Satur-
days at 5 P. M. (via steamboat or Railroad,) and
through Philadelphia and Baltimore, and arrive
at Washington on Sundays and Thursdays.

Leave Washington on Mondays and Fridays,
at 10 A. M. and arrive at Portsmouth on Tues-
day and Saturday mornings, and take the Ches-
apeake Bay Boats on Wednesdays and Saturdays,
and proceed direct to Charleston.

Office of the Wilmington & Raleigh Railroad
Company, Wilmington, N. C. Oct. 1st, 1838.

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TO THE NORTH,

The Portsmouth and Roanoke Railroad,
AND
CHESAPEAKE BAY STEAMBOATS,

THROUGH from Weldon, N. C. (the
northern end of the Wilmington and Halifax
Railroad,) to Baltimore, in 30 hours—without
travelling by Railroad after sundown—without
loss of sleep—with but one change of baggage—
at less expense than by any other inland route,
and several hours earlier; thereby ensuring a
connection with the morning line from Baltimore
to Philadelphia, at which last city passengers
will arrive in 27 hours from Weldon, and 68
hours from Charleston, S. C. which cannot be
done by any other inland route.

Leave Weldon every Sunday, Wednes-
day and Friday, for Baltimore, and Monday and
Friday for Washington.

Office of the P. & R. Railroad,
Portsmouth, Va. Oct. 31st, 1838.

The Halifax Advocate, Milton Spectator,
Danville Reporter, Augusta Chronicle, Savan-
nah Georgian, and Charleston Courier will copy
the above one month, and discontinue all other
notices of the Portsmouth & Roanoke Railroad.

147 1mo.

Office of the Wilmington & Raleigh R. R. Co.,
Wilmington, 24th October, 1838.

NOTICE is hereby given, that pursuant to
an order of the Board of Directors of the
Wilmington & Raleigh Railroad Company, a
twelfth instalment, of ten dollars on the shares,
will be required of the Stockholders of said Com-
pany, on or before the 1st day of January next.

ALEX. ANDERSON,
President pro tem.

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MESSAGE:

To the Honorable
The General Assembly of N. C.
(Concluded)

My preferences are with the Banks of
the States; and I ask your attention, and
your consideration of my reasons. Their
permanency is an important recommenda-
tion. The first chartered Banks in the
country, are yet in existence and in good
credit, and no one, within my knowledge,
of respectable standing has ever been re-
fused a re-charter, when applied for.—
National politics have never entered into
their management, and their contractions
and expansions can never effect the busi-
ness of the country, like a National Bank
of large capital, ramifying into many
States. A considerable reformation, al-
teration and improvement would be ne-
cessary, however, in order to make the
local Banks meet my views. They are
at present too numerous—their capitals,
generally, too small, and the variety of
their notes so great, that it is almost im-
possible to fix upon the memory, the char-
acters of the signatures and vignettes, so
as to avoid the danger of forgeries. Some
of their locations are inconvenient as de-
positories, it will inevitably lead to rivalry
and dissatisfaction, jealousies, and more-
than all, to a depreciation of the issues
of the rejected Banks. I propose then,
that our State lead the way in the reform
of our Banking system, and respectfully
recommend the chartering of a Bank
with a capital of ten millions of dollars,
allowing the existing Banks to subscrib-
e their capital stock into it. The remain-
ing stock to be taken by individuals;
into the details of which, it is now neces-
sary to enter.

The State to transfer all its stocks and
funds to the Bank, and to offer its ser-
vices to the Federal Government as a de-
pository of its fund; the safety and forth-
coming of which in the kind of money
deposited, to be guaranteed by the State
in such manner as shall be satisfactory to
the General Government, and in the event
of the Bank being unable to meet the
payment of the deposits of the General
Government, the State to issue stock for
the amount in favor of the Government,
bearing 5 per cent interest until the Bank
is able to resume payment. For these
services rendered to the General Govern-
ment—the notes issued by the Bank to
be received in payment of all its dues,
and on the further condition that the other
States prepare their Banks in like man-
ner, and for like purposes, namely, that
each State and Territory shall designate
by law one Bank, and more if its trade
and necessities require it, of capitals not
exceeding ten, nor less than two millions
of Dollars, as its own depository and the
depository of the General Government, and
if requested by the President of the
United States other Banks for that pur-
pose; a second Bank however in no case
to be chartered or designated until the
capital of the first, which shall be the
maximum amount, shall be entirely taken
and so on to third, fourth and fifth, when
necessary. The notes of all the Banks
thus made depositories, to be engraved on
similar paper and to resemble each other
as nearly as possible. Each State shall
designate to Congress the particular Bank
tendered as a depository, and the accept-
ance by the General Government shall be
under an act of Congress, and all their
intercourse regulated by law. If any
State refuses or neglects to come into the
arrangement the money collected in such
State by the General Government shall
be transferred to a depository of some
other State, nor shall the money collect-
ed in the refusing State be received in any
thing but coin.

Thus fostered—sustained and patronized
by the General Government and guar-
dian by the supervisory power of the
States which guaranteed their fidelity,
these institutions, I have no doubt, would
afford as near a uniformity of currency
and of exchange as by any possibility
can be arrived at.

Under such high sanctions too, capital-
ists would be induced to invest their funds
in such stocks with alacrity and confi-
dence. And the notes of these institu-
tions from the credit reflected on them
would circulate so freely and extensively
as to enable them to supply the amounts
necessary for all the legitimate uses of
the country.

An increase of banking capital in our
State is certainly necessary to meet the
wants of industry, and to perfect the
works of improvement already commenc-
ed, to say nothing of other works equally
necessary to be made. But unless some
arrangement can be effected to convert the
unnatural hostility of the General Gov-
ernment into favor to the State Banks,
but institutions, you may charter Banks,
but capitalists will not be induced to hazard
their means in the stock.

To borrow money, as some of the
States have done, in order to furnish cap-
ital for their Banks is idle. If the Sub-
Treasury is established, bank notes in-
stantly become discredited, or their sphere
of usefulness is made so limited that they
will find it hazardous if not impracticable
to loan out more than their capital, and
their profits will be insufficient to sustain
them. The suggestions I have made to

you, are the results of an anxious re-
flection upon an intricate and all import-
ant subject, and it affords the only proba-
ble outlet which has occurred to me of
extrication from our financial difficulties.
I have attempted nothing more than a
general outline of the plan; its details,
should you deem it worthy your consid-
eration, can be arranged at your conveni-
ence. The subject is so important, that I
must crave a few moments indulgence in
making a further brief illustration of it.
I have said that the intercourse between
the Banks & General Government must
be regulated by law. There must be no
controlling or discretionary power in the
officers of either Government. We have
already seen our institutions seduced into
measures, for which they were subse-
quently condemned by the authors of
their errors. The States all have, this
State at least has, a deep pecuniary stake
in two of her Banks & a yet higher inter-
est than all, in her character they sustain,
and in the facilities they afford the farm-
er in selling and the merchant in pur-
chasing commodities, and we must not al-
low them to become the sport or the vic-
tim of any power. They hold their rights
under the same sacred guaranties by
which our lands and other property is
held, and any invasion of them should
be promptly and indignantly resisted.—
They must not be made the tools of party
or the victims of demagogues, and hence
I would have their intercourse with the
Government strictly regulated by statute.
I have limited the capitals of these
Banks at not less than two or more than
ten millions of dollars. No State or Ter-
ritory will require less than the minimum
and few should exceed the maximum am-
ount. The one is large enough to in-
sure respectability and usefulness. The
other could not exert such power by con-
traction or expansion of its discounts as
seriously to affect the business of the
country, or the value of property; and
guarded and restricted, as I have propo-
sed, there could be no danger to liberty
or the Union.

The responsibility of the States is pro-
posed in order to afford the most un-
questioned security to the depositors and
note holders, and to remove all distrust
from the General Government that it may
embrace the proposition at once and set
this distracting question forever at rest.—
The States would incur no hazard in their
guaranties as no Bank of respectable
size has ever failed to pay deposits and
issues, however their stockholders may
have fared. But the State is to retain the
supervising power, and may so exercise it
as to make her security as perfect as she
desires. In cases of emergency we have
seen several of the States promptly com-
ing forward (as they should do when any
important interest is involved,) to the
relief of their Banks by the loan of their
credit and funds. Prevention, however,
is better than cure, and the plan proposed,
will, I think, obviate the catastrophe.—
The guaranty having been given, the
issuing of the stock merely points out the
mode of settlement in case of failure, and
after all it is but a financial arrangement,
giving time to the Banks to wind up their
affairs, if necessary, and protecting the
people from a rapid and ruinous pressure
in the collection of their debts.

The large size of these institutions and
the enhanced value of their issues would
soon drive out of circulation the notes of
the lesser Banks and compel them to
wind up by limiting their circulation and
returning it on them for specie. So that
in the end the great evil of numberless
small Banks with insufficient capital,
would be remedied, and the whole num-
ber of banking institutions in the country
would not exceed that of the U. States
Bank and its branches. The use of simi-
lar kind of notes and the issuing them
only from the principal Banks would im-
press them upon the memory—render the
signatures and general character of the
bills as well known as those of the late
United States Bank and thus facilitate
their circulation, and diminish the chances
of forgeries.

The receivability of these notes in all
the dues of the General Government,
throughout the Union, would render it the
interest of the Bank to keep exchanges at
fair rates, to prevent the collection and
accumulation of their notes in large masses
at points where trade has a tendency
to concentrate, and the States may inter-
pose statutes (in the stead of competition)
to guard against over issues. Indeed, the
sphere of competition, if there be any
good in it, will only be enlarged. In-
stead of the several Banks of the same
State vying with and harassing each
other, the rivalry will be between the
Banks of the different States; and they
will more effectually and uniformly keep
each other in check and order, whilst at
home we will have the full use and con-
centrated vigor of all our capital.

A Serious objection urged against a
Bank of the U. S. was the large amount of
money wielded by one set of men, en-
abling them to contract or expand the
currency, and then to operate upon the
business and politics of the country.—
This objection, in my estimation, holds
much more strongly against the Mam-
moth Institutions now becoming common
at the North and free of the restraints I
have proposed. The Bank of the United

States was responsible to and controlled by
Congress for her acts in all the States.—
But these institutions holding charters
from the States can only be controlled by
the power from which they derived their
being, and this power will never be exert-
ed except for acts injurious to their own
citizens and improper within their own
limits. Beyond their limits, in other
States they are almost irresponsible, and
their conduct will be marked by the
wanton abuses of the most unrestrained
despotism. If you require illustration
turn to the Pennsylvania Bank of the U.
States dealing in cotton and local Bank
stocks, appropriating almost exclusively
the trade of the great staples of the
country. Pennsylvania either could not,
or would not control her; and without some
further restraint than that of the States,
we will again see the legitimate business
of our merchants wrested from them and
the country driven to deal in a depreciat-
ed currency, and the occupation of the
merchants superseded by the agents of the
Bank.

If facts were necessary to demonstrat-
e to you our urgent need of more Bank
capital, I would direct your attention to
the European markets, overrun with our
applications for loans. I would ask you
to compare the amounts profitably em-
ployed by our sister States, possessing
natural advantages requiring improve-
ment, infinitely inferior to our own, with
the amounts employed by us. New York a
little short of our Territorial extent in
1790 had less number of inhabitants, she
adopted the use of Banks, and did not
for a number of years. In 1800 she sur-
passed us in population, she increased her
Banks commensurately to her wants and
improvements, we did not, and she now
numbers three times our population. Be-
sides other and valuable improvements
she has finished—commenced and char-
tered canals and Rail Roads 3833 miles—
costing nearly ninety millions of Dollars.—
For a more particular exposition of the
advantages derived by that State from her
appropriations to Internal Improvements,
I submit to you the documents marked C
and D, Reports of Committees to the
Legislature of that State, communicated
to me in my Executive capacity.

For the benefit and protection which
this Bank will enjoy from the State, it
should make a subscription to the Yad-
kin and Fayetteville Rail Road stock of a
half million of Dollars.

Agriculture as the basis and support
of all other interests in the most impor-
tant, and merits your most deliberate con-
sideration. The landed property of our
State is held in too tight estimation, and our
attachments to the soil hangs too loosely about
us. The places of our birth and our early
recollections—the theatres of our manly
struggles, and mature associations; the
very grave yards of our fathers inspire
no abiding attachments, but are sold and
transferred with less emotion than are
the brutes that graze upon them. Premat-
urely worn out by a loose and ruinous
system of culture, our lands are parted
from, without regret, and seldom descend
to the third generation.

This indifference arises, no doubt in
part, from the abundance of our land and
the temptation presented by richer soils in
climates more congenial to the favor-
able production of the day, Cotton. But in a
greater degree to our laws, affording to
this primary and paramount interest,
no preferences or advantages over others.
It is your duty as Legislators to investi-
gate the causes and to provide the reme-
dies if in your power.

Might not this end be attained, (in part
at least) by securing to every family in
proportion to their number, certain por-
tions of land immediately around and in-
cluding their dwellings against all claims
—subject during the life of the owner,
widow or unmarried daughter, to their
control and support, and afterwards to
descend to the eldest married child, who
has offspring, and so on forever. Liable
however to be sold at all times by the
proprietor with the consent of his wife. By
this means an asylum would be afford-
ed under every contingency for the family;
and widows and orphans, shielded from
the degradations and sufferings of want.
Owners of estates would here find induc-
ments for systematic and permanent im-
provement—emigrants to purchase and
locate among us, filling up our too sparse
population and enhancing the value of
our too depreciated soil.

Much may doubtless be effected by an
improved system of husbandry, under pro-
per stimulants and inducements; if we
turn for a moment to the improvements
successfully achieved in Massachusetts
with decidedly inferior climate and soil,
our doubts will be removed. She greatly
outstrips us in our peculiar interests. In
proof of which, allow me to refer you to
an agriculture survey recently made in
that State, marked B and so valuable in
my estimation as to induce me to recom-
mend that a similar survey be authorized
in our State.

But gentlemen, it is only to a liberal
and well digested system of Internal Im-
provement that we can look for the regu-
lation and permanent prosperity of our
State. Our towns are small, our markets
distant and difficult of access—our water
courses for purposes of navigation, natu-
rally indifferent and wanting improve-
ment, whilst our infant manufactures are
struggling for existence against the ma-
ture and mighty workshops of Europe
and New England. We have no branch
of enterprise sufficiently advanced and
powerful to render assistance to another.
It is in truth the race of imbecility and
poverty—the waste of noble energies in
detached and single handed enterprises.
Furnish but capital, and means of improve-
ment, combine all our resources, and di-
rect them judiciously to the development
of our advantages, and you will find that
we have the materials of a great and wealthy
State. Our water courses are incom-
parable for propelling machinery. The
earth teems with inexhaustible mines of
rich ores and minerals, and our popula-
tion characterized by industry, prudence
and economy. But temptation is around
them, the stimulants to emigration are al-
most irresistible.

Most of our sister States are engaged
in magnificent schemes of improvement,
offering high wages to the mechanic and
laborer, whilst the South-West invites the
Farmer with her fertile paradise. Have
we then any hope, any alternative but in
a continued and vigorous effort at general
improvement? We must ameliorate the
condition of our people, and we must stimu-
late their home enterprises or be con-
tented to lose with their wealth our better
population. The system of improvements
adopted by our last Legislature has given
employment to many, and a show of ac-
tivity and business producing a most happy
tendency. I believe it is only necessary
to push forward these works and to origi-
nate others equally and obviously neces-
sary to change the whole face of affairs,
and give a new character to the State.

In April of last year, the Wilmington
and Raleigh Rail Road Company applied,
agreeably to law, for the subscription of
the State of 2-5 of its capital. This sub-
scription was made by the Board of In-
ternal Improvements and the first instal-
ment was paid. Since that period two
other instalments, the last in the past
month of October have been claimed and
paid, making the total sum of four hun-
dred and fifty thousand dollars, paid by
the State and on the part of individual
subscription five hundred and sixty six
thousand five hundred and eighty seven
dollars and fifty cents. I will here take
occasion to remark, that by the law as it
now stands it will be difficult for the com-
pany, without acting with great harshness
towards some of their individual subscri-
bers, to claim the fourth instalment from
the State. The law requires that individ-
ual subscribers shall first pay their instal-
ments of 25 per cent before the com-
pany can claim the same instalment from
the State. As a matter of caution, to pre-
vent the use of the State's funds without a
faithful payment on the part of individuals,
the rule might well be applied to one or
even to two instalments, but it would seem
to be more just that the payments should
be made "pari passu." The company
however have collected 75 per cent of the
stock. The collection of the last instal-
ment from individual subscribers, must
necessarily be attended with increased
difficulty; and if even one share remains
unpaid the company cannot claim that in-
stalment of the State, which may embar-
rass the company and check the progress
of the work. Many cases may arise where
it would be unjust and exceedingly un-
pleasant to enforce payments from individ-
uals who had faithfully paid up 75 per
cent, either by a sacrifice of the stock or
of other property, and the company will
certainly be driven to this alternative,
which I am persuaded was neither the
wish nor the intention of the State, with-
out further legislative action. I would
recommend therefore, as an act of justice,
the passage of a Resolution instructing the
Board of Internal Improvement to pay
over forthwith to the company, the fourth
instalment out of any funds in their
hands.

In patronizing this work, it was pre-
sented that the General Assembly intend-
ed to be governed by principles of justice
and liberality. And it is upon these prin-
ciples that the Board of Internal Improve-
ments have regulated their intercourse
with the company.—The work has been
prosecuted with untiring vigor. Ninety
miles of the road are now in use and con-
tinued by stages and steam boats of the
less description, so as to afford an admi-
rable route of travelling from the Roanoke
to Charleston. The remainder of the road
is under contract and will be completed
next year.

The other roads which were projected,
and for which the General Assembly con-
sented to subscribe a like proportion of
the capital, have made no application for
the State's subscription. The reason has
never been communicated to the Board of
Internal Improvements, nor to the Ex-
ecutive. It may be found, however, I
presume, in the inability of the com-
pany to fill up the subscriptions to the re-
quired amount, although to one a consid-
erable subscription was made. To the
other, perhaps nothing.

Doubtless the citizens on the route of the
Cape Fear and Yadkin Road, and those
interested in its accomplishment, strained
every nerve to bring about so desirable a
consummation, and though not success-
fully, still the merits of the route are

not impaired, and the interest of the
State, and particularly of its western
section, demand, imperiously, its com-
pletion, to connect that rich and valu-
able interior with a market, and a seaport
within our own State. At my particular
request, Major McNeil, the chief engineer,
who surveyed the route of the Cape Fear
and Yadkin Road, favored me with a
sight of his report, which prove not only
the practicability of constructing the road,
but at a cost which can be remunerated
to the proprietors. I would, therefore,
recommend a renewal of the charter, im-
powering the Board of Internal Improve-
ments to subscribe on the part of the State,
for three-fifths, or even if necessary,
three-fourths of the stock, so as to insure
the accomplishment of the work. Nay—
so important do I consider it, that I had
said for all the stock, if necessary, but for
the paramount necessity of associating
with the State, interested and judicious
citizens to superintend the details, and at-
tend to the execution of the work, which
is certainly within the means of the State,
probably without the necessity of bor-
rowing. Should the Bank to which I
have referred, be put in operation, and
make to this road the subscription of half
a million dollars, and should the fourth
instalment of the surplus be received in
January next, which is probable, as the
law directing the distribution has not been
repealed, amounting to \$477,919 12 cts.,
with the proceeds of the sales of the Cher-
okee lands, say \$330,000 being appro-
priated to this purpose, with what individ-
ual subscription may be obtained, the
funds would be provided. It appears to
me as a matter of right and justice, to
give the proceeds of the Cherokee land
sales to opening a communication to that
section of the State whence they have been
derived.

There are other works of no less im-
portance, in which I had almost said the
salvation of the State requires that she
should promptly and vigorously engage.
On our west an effort is making by South
Carolina to cross our State by a rail way,
to secure to Charleston the produce of
that fertile region, whilst the establish-
ment of her South Western Bank—with
a Branch in our limits, not only insures
the success of the first enterprise, but by
superceding the circulation of our Banks,
destroys our currency, and controls our
credit system. The language of the friends
of this twelve Million Bank, is
"that it will be to the South Western
States in currency and exchanges, what
the Bank of the United States was to the
Union." Should South Carolina succeed
in carrying out her views as to the cur-
rency, and as to a South Western Con-
federacy (or league) our fears cannot be
bound-d by mere pecuniary loss. We
should be driven to trade with Charle-
ston, and to cherish sectional feelings un-
til our attachments to the Union itself
would become impaired. We cannot
serve two masters with equal fidelity and
attachment. Should no countervailing
measures be adopted on our part, I should
fear that she would succeed both in direct-
ing our trade and superceding our cur-
rency.

The Bank I have proposed would re-
move the latter apprehension, and to re-
medy the former, I would respectfully
propose the construction of a Rail Road
from the head of tide water on the Cape
Fear River, commencing in Bladen Co.,
running west and flanking South Caroli-
na as near as possible, passing through
Robeson, Richmond, Anson, Mecklen-
burg, Lincoln, and into Rutherford, and
it experience justifies it, further still, into
Tennessee, and to the shores of the Mis-
sissippi.

This road would intercept the produce
made on the north of its line—draw no
inconsiderable quantity from the con-
tiguous districts of South Carolina, and deliv-
er it to a market of our own on the Cape
Fear. The travel on this road I have
no doubt would be considerable. Persons
on the Louisville, Cincinnati, and
Charleston road, bound north, would un-
questionably take this route, avoiding
thereby two hundred miles of travel, and
a sea voyage. The country, from the
Cape Fear to Rockingham in Richmond
county, on the Peeckee some eighty five or
ninety miles, presents the best facilities for
a rail road of any in the States. Its sur-
face is level and abounds in timber of the
first quality—there is but one stream to
cross—Lumber river—and that of no
magnitude, in the route.

This road would be of immense im-
portance to Wilmington on the Cape Fear,
already one of the best markets in the
world for lumber, and for furnishing
cargoes of naval stores, adapted to the
West India markets. The return car-
goes of West India produce, redundant
for the hitherto demand, would furnish
supplies to the interior on the best terms.

The Cape Fear River is navigable for
any size crafts to the point indicated as
the starting point of the Rail Road, and
below Wilmington as far as the outlets to
the ocean, has been and is now greatly
improving under the operations of the U.
States. Its depth, breadth and straightness
have all been increased, and it now affords
full thirteen feet of water on its worst
sho. It which is progressively deepening.
The New inlet bar, it is confidently believ-
ed, still the merits of the route are