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TERMS.

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SUBSTANCE OF THE

Remarks of Maj. CHARLES L. HINTON,

At the Internal Improvement Meeting, held in this City on the 3d ultimo.

MAJ. HINTON said, it was known to most of those present, that he was not in the habit of public speaking. He very rarely ventured an address in public, except when the kindness and partiality of his friends required of him to contribute his humble aid towards the promotion of any great cause which was calculated to advance the public good. And in yielding to the wishes of his friends on the present occasion, he could assure them that nothing but his strong conviction of the importance of the great improvement, to further which they had met together, could have induced him to respond to the call of the meeting.

As I have no pretensions to the character of an orator (said Major Hinton,) I shall proceed to present to the consideration of the meeting, a few plain statistical facts, easily to be comprehended by the humblest capacity, in order to show the great advantages of rail roads in general and the peculiar benefits of the contemplated central road to those contiguous to it. My purpose will be to show that not only will the construction of this road tend to elevate the character, develope the resources, and increase the wealth of the State, but that it will confer direct personal benefit upon individuals. It will be readily admitted that "money saved is money made;" every farmer who can curtail the expenses of his farm, to that extent enhances his nett profits. It is usual to estimate the utility of rail roads only by their cost, and the expense of running them, compared with the profits to the stockholders. The Raleigh and Gaston road has become somewhat odious in the public mind merely because it has cost the State a few hundred thousand dollars, and now barely yields enough profit to keep it in operation. Very few stop to consider what are the advantages it affords to individuals, and *that* will perhaps never be realized, till the operations on the road are suspended, which I fear must be the case, if the road is not continued Westward. Unfortunate as has been the Raleigh and Gaston road, yet it can be shown that its benefits have been and are now immense to every one who owns property, or lives by his labor, within reasonable distance of the the road.

As this is a meeting of the citizens of Wake County, met together for the purpose of consulting upon what they should do with reference to the advancement of their own interest, let us see how this county has been benefitted by the Raleigh and Gaston Railroad, and how deep an interest its citizens have in the continuation. For I think it must be apparent to every one, that the continuation of the road farther West is absolutely essential to its existence.

WAKE COUNTY.

COTTON.

From the compendium of the enumeration of the inhabitants and statistics of the United States, as obtained from the returns of the sixth census, it appears there was raised in Wake county in 1840, 2,391,996 pounds of cotton, which when ginned would make 1879 bales of 350 pounds each—this, I must believe, is considerably below the product at this time; for, in 1847, as appears from the report of the President of the Raleigh and Gaston Railroad, submitted to the last Legislature, there was sent to Petersburg from the Raleigh and Wake Forest Depots, 1264 bales. It is known that a considerable portion of our crop is carried to Fayetteville, a large portion, if not the larger portion of it, is sold to the Cane Creek, Orange, Rockingham, and Milton factories. I then take 1879 bales, the crop of 1840, as the basis of my calculation—leaving the surplus, if any there be, for home consumption. It may be proper for me to observe, that previous to the construction of the railroad to this place, our cotton was all sent to Fayetteville and Petersburg—the prices at Petersburg ranging higher than at Fayetteville; and it is a fact known to our farmers, that the cotton raised North of Raleigh was carried to the former, while that raised South, was carried to the latter market. Waggoning to Petersburg was $1 25 per hundred, or $4 37½ cents per bale.

1879 bales at $4 37½ per bale cost	$8,220 62
Do $2 10 or 60 cts per hundred, at present Rail Road rates,	3,925 90
Gain to the producer of cotton,	$4,294 62

SALT.

Before we had the advantage of railroad transportation, the books of our merchants will show that the price of salt ranged from four fifty to five dollars per sack. For years past it has averaged two dollars seventy-five cents. There is received at Raleigh and Wake Forest depots, 3,462 sacks, which at four dollars seventy-five cents, makes

	$16,444 50
Same at $2 75, present price,	9,520 50
Gain to the present purchasers of salt,	$6,924 00

LIME.

820 casks of lime were brought to this county by the railroad last year. When wagoned, it cost from 4 50 to $5 per cask. Present price $2 75. Saving of $2 per cask, equal to $1,600 40.

The Reports referred to, make no mention of the quantity of Iron, Sugar, Coffee and Molasses brought on the road. They form a very considerable item in the expense of every farmer. My own impression is, that the cost of iron upon a plantation does not vary much from that of Salt. If so, we place the saving at the same—6,924. We are equally at a loss to know the amount saved on sugar, coffee and molasses. It is all conjecture. We are certainly below the standard when we say $5,000.

The account then stands thus:

Saving on transportation of Cotton,	$4,294 62
" " Salt,	6,924 00
" " Lime,	1,640 00
" " Iron,	6,924 00
" Sugar, Coffee and Molasses,	5,000 00
Gain to the people of Wake, in the sale of their Cotton, and in the purchase of Salt, Lime, Iron, Sugar, Coffee and Molasses,	$24,782 62

But this exhibit falls far short of showing all the benefits the farmers of Wake and citizens of Raleigh derive from the railroad. I have enumerated above the savings on the sale of cotton, and the purchase of the absolute necessaries of life. Few, if any of our farmers, make an entire crop of any one agricultural article for sale.—Their crop is divided. The railroad builds up your town; our aim is to feed you. More than one half of the surplus of Wake is consumed in Raleigh, and makes no show on the list of exports.

I have collected some statistical information relative to the county of Granville, which presents the savings by railroad in a much stronger point of view than those I have exhibited for Wake. I have selected Granville, because it is an adjoining county; about the same size, and containing about the same amount of population as Wake.

In 1840 there was raised in Granville 3,988,832 pounds of Tobacco, which reduced to hogsheads of 1500 each, makes 2,658 hogsheads.

Before the establishment of the Gaston road, $1 25 per hundred, or $18 75 per hogshead, was the usual price paid for carrying it to Petersburg, the main tobacco market for North Carolina.

2,658 hogsheads, at $18 75 for transportation, cost	$49,837
Same at 60 cents, or $7 60, present railroad rates,	17,262
Nett saving to the planter,	$32,575

In 1847, there was carried from Henderson, the principal depot in Granville, 1802 hogsheads of tobacco; the balance was deposited at other places on the road, or carried down the Roanoke, upon which Granville county borders.

WHEAT.

The same year, Granville county raised 53,958 bushels of wheat. What quantity it requires for home consumption we are unable to determine; but we may safely say, that the farmer who reaps one thousand bushels, can spare 750; thus reserving 250, or one-fourth, for seed and family purposes. Three-fourths of 53,958, is 38,953, which we suppose was sent to Petersburg, a part in flour, but the greater portion in the grain. Forty cents per bushel was the usual price price given when sent by wagons, the only means of transportation before the railroad was constructed. It is now carried from Henderson depot at 15 cents per bushel. Let us see the difference.

38,953 at 40 cents cost,	$15,581 20
Do 15 cents, present rates,	5,842 95
Gain to the wheat grower,	$9,739 25

I am informed by the practical intelligent farmers of that county, that owing to the difference in the price of transportation, the wheat crop has been increasing for years; and at this time, there is more wheat seeded than was saved in 1840.

SALT.

2,325 sacks of salt were delivered at Henderson the last year. A considerable portion of this, no doubt, was carried to Orange and Person; but not more than was delivered at the other depots in the county and landings on the river. Say the saving is $1 35 per sack, the difference between the former and present prices equal to $3,502 50

Lime.—350 casks of lime at the same rate, 525 00

Then, sir, not taking into the estimate the saving on dry goods, hardware, and other articles of merchandise which are daily arriving at the different depots, and the variety of the smaller products of the farm that in like manner are exported, the account of the county of Granville for her savings by the railroad stands thus:

Tobacco,	$32,572 00
Wheat,	9,739 25
Salt,	3,502 50
Lime,	525 00
Iron,	3,502 50
Sugar, Coffee & Molasses, same,	3,502 50
Nett gain to the people of Granville alone of	$53,343 75

So, in proportion, are Franklin, Warren and other counties benefitted; and if the estimate be extended West, as you go up the country, so the the profit increases.

I have said thus much to show the advantage of the Gaston road to Wake county—advantages we are now enjoying.

I propose now to ask your attention to the grand scheme of the great Central Road now in contemplation; and if we were to derive no further advantages from extending it West, we are remunerated already more than eight times the proportion of the tax we would have to pay on $2,000,000 the State proposes to borrow for that road.—The annual interest on that sum would be $120,000. The population of North Carolina in 1840 was 753,000—of Wake County 21,118.

As 753,000 is to $120,000 so is 21,118 to $3,368, the proportion Wake County would have to pay.

Her saving I have shown to be	$24,782 62
Deduct her proportion of tax	3,368
Saving from the present road, even after paying our proportion of the interest of the loan	$21,394 62

Suppose that Wake and Granville were governed as a Bank, Rail Road, or any other corporation, and at the end of twelve months, the stockholders were to meet, a committee appointed to inquire into the affairs of the institution, and it was shown as plainly I think as I have shown by the above calculation, that they had lost for the concern $24,762, or $21,394 62, because they would not expend $3,368, does any one doubt for a moment, but the general indignation would be so great as to demand a change of rulers? We cannot doubt it. Then, acting in our separate and individual capacity, why not avail ourselves of advantages offered?

I have said that $3,368, is the proportion of the tax for Wake County, and that she has a population of $21,118. Multiply that number by 16, and you have more than the amount required. So 16 cents for each member of the family, more than pays the tax.

But it would not be as bad as that even. We have $2,039,255 worth of real estate in Wake.—Tax this 8 cents on every hundred dollars worth, and you have $1,624

We have 5750 polls that are taxed, say 20 cts. on each	$1,150
Merchandise and other things taxed	595
and you have	$3,368

But I don't know that there is a necessity for taxing land and poll so high. It was the pleasure of your last Legislature to tax money at interest, pleasure carriages, gold and silver plate, gold and silver watches, and many other other articles used by those in more affluent circumstances; and there are still other objects of taxation that may be made to bear their proportionate part, and thus diminish the tax on land and poll.

I had neglected to mention the increased activity and value this rail-road improvement would give to your business and property. In 1830, under the former assessment, the real estate of Raleigh was valued at $338,358; in 1847, at $416,455—24 per cent. being thus added, owing to the Raleigh and Gaston Road. The Town of Wilmington offers a still more striking illustration of the benefit of Rail Roads. In 1816, under the former assessment, her real estate was valued at $650,359. In 1847, it was valued at $1,275,809, nearly doubled.

She has a public spirited, enterprising population, that deserves the aid so generously afforded her by the last Legislature. She is united in her public works, and by the force of union she will surmount every obstacle, and not only repair the Wilmington Road, but connect with the South Carolina Road, at Manchester. For she has already seventy-four miles of that Road under contract, and every cent to be taken in the stock of the Company.

But, sir, I propose to show some of the advantages of the proposed Road to our Western friends; and without making any appeal to the State pride or patriotism, prove that on the score of dollars and cents, it is vastly to their interest, and our interest to unite in accomplishing this work of the Central Road. Within 25 miles of a direct line from this to Charlotte, there are 16 Counties, containing a population of 246,000, and real estate to the value of 20,000,000. The wheat and cotton raised in 1840, was as follows:

	Wheat.	Cotton.
Cabarrus	86,300	4,568,720
Chatham	94,342	399,728
Davidson	114,357	1,368,100
Davie	44,481	307,040
Guilford	57,728	126,983
Iredell	109,444	1,511,719
Lincoln	185,375	1,479,396
Mecklenburg	78,552	1,595,337
Moore	15,643	750,649
Orange	87,579	253,437
*Rowan	any 75,000	500,000
Randolph	76,663	81,533
Stokes	74,067	56,481
Surry	48,804	67,228
Montgomery	48,804	2,339,232
Wake	38,279	2,391,996
	1,231,918 Bushels.	17,799,558

* NOTE—The product of Rowan is not put in statistics.

Suppose three-fourths of the wheat, as in Granville, is for market; one-fourth for seed, and home consumption. Though a number of the above-named Counties are more than double the distance of Granville from market, we put the saving to the farmer at the same, viz: 25 cts. per bushel. They raised in 1840, 1,231,918 Bushels; three-fourths of that is 913,931; at 25 cts. amounting to $230,982,75; the saving to the farmers of sixteen Counties in the transportation of Wheat alone.

And, sir, does any one doubt, but that after Rail Road facilities for carrying to market are afforded the crop will continue to increase in those Counties, until it amounts to four or five times the quantity now raised—of course the amount of grain raised will increase in the same ratio.

But those same Counties raised 17,799,558 lbs. of Cotton; reduced to bales of 350 pounds each, makes 13,976. If the difference in transportation should be only two dollars and fifty cts. per bale, then multiply the 13,976 by two hundred and fifty, and you have $34,940 saved to the farmers.

It may be said that our factories consume all the cotton made in the middle and western portions of the State. Very true. But they will be compelled to give the Charleston, Petersburg or Wilmington prices, the rate of transportation being deducted—and in like proportion will our factories be benefitted, when the supply in this State is not equal to the demand (which frequently is the case) and they have to depend on distant markets.

The climate and soil of our Western Counties is as well adapted to the cultivation of Tobacco as any portion of the United States. Want of market has prevented them from turning their attention to its growth, to that extent they otherwise would—give them the means of reaching a market, and they will raise the produce.

But, sir, I said nothing about the savings to those Counties on the articles of Salt, Iron, Sugar, Coffee and Molasses. Every one will admit that the estimate I have made for the County of Wake is low. I have said the annual savings upon those items for this County is $20,488. Wake contains little more than the eleventh part of the population of the 16 Counties; multiply then $20,488 by 11—it gives 225,368 dollars, saved to the Counties named, on Salt, Iron, Sugar, Coffee and Molasses. This amount appears large, but I give the data; let every man make his own calculations. The advantages to them and to us does not stop here. No settled part of the United States affords better grazing for stock, than some of our Western Counties. They could, and would supply not only our market, but every market Town from the Mountains to Wilmington, with choice beef of a superior quality. Instead of laying in your winter supply of butter from New York, as many of our citizens have done for years, and still do at 25 cents per pound, you would get your supply from our Western brethren of a better quality, and at reduced rates.

Look at the simple article of Irish Potatoes. We are bringing them from the Northern Cities, and giving at this time two dollars per bushel—they most usually sell at this season from one and a half to two dollars. In the Western Counties, where the soil and climate are so peculiarly adapted to their cultivation, that they can raise five hundred bushels to the acre, that they can be purchased in any quantity at ten cents a bushel. What an immense profit it would be to them, and what a great saving to us and our eastern friends, if we only had the means of cheap and speedy transportation.

In Wilmington alone, it is supposed that not less than 200,000 dollars is annually expended at the North, in the purchase of the products of the soil, similar to those raised in the Western part of this State in the greatest abundance, and rendered profitless for the want of a market.

Let us sum up these savings in the Counties before named, and present them at one view:

Wheat,	$230,982
Cotton,	34,940
Salt, Iron, Sugar, Coffee and Molasses,	225,368
Annual saving of	$491,290 to 16 counties.

This is nearly one-fourth of the entire sum you propose to be borrowed to construct the road.

I leave others to make their calculations on the gains on Merchandise, the articles brought back in return for the exports, the increased quantity that would be raised in each County, from the fact that they could be easily carried to market, the increased value the proposed improvement would give to lands, and the stimulus to industry of every kind.

It may be said, that the heavier articles would not bear rail road transportation. It is a mistake. Our rail road rates are all too high. The information I have collected on the subject of rail roads, since I have been connected with the Gaston road, satisfies me that if this Road belonged to a Company, and was put in thorough repair, they would find it vastly to their interest to reduce the rates of charges, both of freight and passengers, at least one-third if not more. The increased patronage it would bring to the road, would more than make up the difference. Freight from this to Petersburg one hundred and fifty miles, is sixty cents per hundred. I should say that eighty cents the hundred should carry produce from Salisbury to Petersburg, Wilmington or Norfolk. A citizen of Orange County, within a few months past, purchased a drove of hogs in Ohio, drove them to Cumberland, the terminus of the Baltimore and Ohio rail road, had them put on the Cars, carried them to Baltimore, a distance of 180 miles at twenty-five cents a head, the trip performed in 24 hours. Thus the expense of carrying them 180 miles is actually less than it would take to feed them in driving the same distance, making no allowance for the loss in weight, and the eight days saved in distance to the drovers.

I might go on to show, at much greater length, the great benefits which would result to every branch of industry by the construction of this Central Road. As the agricultural interest flourishes all kinds of labor and enterprise are promoted.—The day laborer, the Mechanic, the Merchant, and the professional man, all would receive encouragement, and increased employment, by thus developing the resources, and increasing the wealth of the country.

Want of time, however, admonishes me to curtail my remarks. I have only glanced at a few stubborn and incontrovertible facts, showing the advantages already accruing from our present imperfect rail road improvements, and that these benefits must be greatly enhanced by the continuation of the road. There are, however, a few considerations of a general nature, affecting the interest of the State, as a community, to which I briefly allude. If this Central Road is not now constructed under the liberal charter lately granted by the Legislature, I fear the only chance of building it will have forever passed beyond our reach. Nothing but the great anxiety felt for the construction of this road, and the feeling of the State pride enlisted in its favor, prevented the granting of the Charter of the Charlotte and Danville Road. If this Central Road is not now built under the favorable auspices in which it is presented to us, it is not reasonable to suppose that the next Legislature will refuse a charter for the Charlotte and Danville Road. If individual enterprise will not contribute one-third towards this great measure, how can the Legislature consistently persist in refusing to allow individuals to build the Danville Road entire, with their own means. The reasons for withholding the charter, viz: its conflicting with a contemplated State work will cease to exist, when after trial, it is shown that after the State has agreed to contribute two-thirds, individuals felt not enough interest in it to contribute the other third. And when the Charlotte and Danville Road shall have been built across the entire State cutting it in two and severing, as it were, the East and West, we may bid farewell to the idea of ever building up a market within our borders. The rich products of our Western Counties will go to Virginia on the one hand, and South Carolina on the other. We shall be drained of our trade and our commerce, to build up two States that are always deriding us. The tendency of this will be that the feelings and affections of our people will be alienated from the State and from each other. They will look to other communities, as the sources of wealth, comfort and prosperity; and what little State pride we have now left—and we have very little—unfortunately will be frittered away.

This is not all; with Virginia and South Carolina markets we shall have Virginia and South Carolina currency; this is unavoidable—no sort of Legislation can cure the evil. The effects of this are already felt to a very considerable extent.

Where the trade and produce of a community go, not only will thence come the circulating medium, but there will also go the local currency in the way of purchase, and in the natural interchange of trade. Our own Banks must and will feel the effects of this. Their discounts must be limited, their issues will go from us, and their place be supplied by a foreign currency. I need not stop to prove the injurious consequences of such a state of things as this.

I know the fear of taxation is a peculiar characteristic of our people. Much will be said about the interest on the two million we propose to subscribe by the State and the increased taxation necessary to meet it. But suppose as I have already attempted to show, the benefits of the road enable the people to save or gain seven or eight times as much as they have to contribute. Will they not make a most excellent bargain, from increased value of real estate on the line of these rail road improvements, as I have already proven? There can hardly be a doubt, but in a few years the increased revenue from this source alone will nearly pay the annual interest on the debt to be contracted.

But then how greatly enhanced will be the means of the people to pay the tax. Where there is wealth, and comfort and prosperity, a heavy tax is less burdensome, than a light tax with poverty, want, and idleness. Who is most comfortable, the laborer, who gets fifty cents a day with an annual tax of two dollars, or he who gets 25 cents a day with an annual tax of one dollar or fifty cents? The former surely. And although the construction of this road may increase our taxes, yet it will enhance our means to pay ten fold.

I will detain the meeting no longer, but conclude by saying, that whether we consider this measure in reference to its bearing on the interest, the industry and the enterprise of every citizen, farmer, mechanic, day laborer, merchant, or professional man; or whether we view it as a measure identified with the character, honor, and respectability of the State, it appeals to us, by all the feelings of patriotism, of State pride, and of interest, to come up to the mark like men.

SUBSTANCE OF THE

Remarks of Mr. RAYNER, of Hertford,

ON THE "BILL CONCERNING THE WILMINGTON AND RALEIGH RAIL ROAD COMPANY," IN THE HOUSE OF COMMONS, JANUARY 20TH, 23D AND 24TH, 1849.

MR. RAYNER said he felt compelled by a stern but unpleasant sense of public duty, to oppose the passage of this bill in its present shape. Unless it was materially amended, he could not possibly vote for it. Mr. R. said he was aware of what he had to encounter, in opposing the measure.—He had already heard of the mutterings of discontent, and of insinuations of hostility to the interests of Wilmington, against every one, who might, from a sense of duty, be unable to approve the bill before the House. For myself, (said Mr. R.) I shall do what I conceive to be my duty, regardless of the complaints of friends, or the denunciations of enemies. I may calculate on nothing else than being charged with motives of hostility to Wilmington, and with representing the interests of "the central clique." And I now take occasion to meet such charge in anticipation, and to pronounce it *false*, let it come from whatever quarter it may.

It has been my misfortune heretofore, to incur the censures of some of my Wilmington friends, for doing what I felt to be my duty. It will be recollected by some, that two years since, I opposed the charter of the Exchange Bank of Wilmington; because I thought in the then condition of the currency of the country, the measure was an unwise one. For this I was then charged with being inimical to Wilmington; and notwithstanding my strenuous exertions afterwards, in favor of the bill to authorize the corporation of that town to impose a tax to enable them to take stock in the Manchester Road—yet I fear I have never removed the unfavorable impressions produced by my opposition to the first-named measure. And now in opposing this bill, I suppose—at least I fear—I shall seal my fate forever, in the estimation of the good people of Wilmington. I deeply regret it, sir, but I can't help it. I am not disposed to complain of it even, as long as my motives are unassailed. When we consider that their feelings are so deeply involved in the success of this measure, that their enterprize and public spirit, their local pride, and sectional interests all tend to present to their view but one side of this picture, it is not at all remarkable that they should look with impatience, upon any attempt to thwart their purposes.

Sir, I am no enemy to Wilmington or her interests. So far from it, I have looked with pride upon her growth and prosperity. I have admired the energy of her sons in grappling with adverse fortune, and their indomitable efforts to sustain their character and their credit. I have equally admired and esteemed the high-toned bearing and gentlemanly deportment of most of her prominent citizens, with whom I have been brought in contact. And no matter in what light they may view my conduct, I shall ever be ready, in my public capacity here, to aid and encourage their enterprize, and to favor their fortunes, as far as I can do so consistently with that still higher duty, which I owe to the whole State of North Carolina.

As to my vote against the Exchange Bank two years ago, as I have before said, my efforts in behalf of another favorite measure soon after, should have relieved me from the charge of being actuated by feelings of opposition to Wilmington interests. A few days since, I voted against the charter of the Fayetteville Bank, even with the provision making the stockholders responsible for the liabilities of the corporation—and yet I have voted for the Fayetteville and Western plank road improvement; which by the way, will prove as beneficial to Wilmington, or more so, as to Fayetteville. For Wilmington must be the depot, from which the commerce of the Yadkin valley will then seek a distant Market. Did this look like hostility either to Fayetteville or Wilmington?—Again, I voted for the Cape Fear and Deep River improvement bill, the success of which must inevitably enure to the commercial prosperity of Wilmington; and here let me remark, that that measure recommended itself to me as much by the consideration, that it would tend to carry the rich products of our interior counties to a market within our own borders, as that it would benefit the producers, by thus opening to their industry a direct communication with the ocean. Did this look like hostility to Wilmington? But sir, I went still further. I voted for the Central Road from Goldsboro' to Charlotte, on the third reading of the bill, when I knew the bill was already passed by a majority of four or five votes—when I might have avoided the responsibility—because I was unwilling to even seem to shun such responsibility; being ready as I was to make common cause, and if need be, share the common fate of those, who were disposed to do something for the improvement and elevation of the State, (applause in the lobby.) Well now, will any one deny that the passage of that bill was dictated by a regard to the interests of Wilmington? Why was the first bill, providing for a road from this place to Charlotte—in accordance with the recommendation of two Governors—not in the Senate, and with no prospect of its case in this House, even if it had passed the Senate? It must be admitted that it was because it does not provide for a direct communication with Wilmington, but would