

THE STAR AND NORTH CAROLINA GAZETTE.

RALEIGH, N. C. THURSDAY, JANUARY 26, 1837

VOL XXVIII NO 6.

THOMAS J. LEMAY,
PROPRIETOR AND PUBLISHER.

TERMS.

Subscriptions, three dollars per annum—once half in advance. Subscribers in other States cannot be allowed to remain arrears longer than one year, & persons resident without this State, who may desire to become subscribers, will be strictly required to pay the whole amount of the year's subscription in advance. Advertisements, not exceeding fifteen lines inserted three times for one dollar, and twenty-five cents for each continuance. Letters to the Editor must be post paid.

Notice to Emigrants to the South West.

I wish to exchange \$70,000 of Alabama Land office money for North Carolina and Virginia money. Persons wishing to make exchanges of this kind, can be accommodated, by calling on me, at this place, by the first of April next. Enquire at the Planter's Hotel. TYRE GLEN. Montgomery, Ala. Dec. 2, 1836 52 3m

Raleigh and Gaston Rail Road Office.

The Annual Meeting of the Stockholders in the Raleigh and Gaston Rail Road Company, will take place at their office in the City of Raleigh, on the first Monday in February next. A full attendance is desired, either in person or by proxy. GEO. W. MORDECAI, Pres't. Raleigh, Dec. 15, 1836 52 6w

CAPTIONS

Of the Laws passed by the Legislature of North Carolina, at the session of 1836-37.

PUBLIC ACTS.

1. An act to receive the proportion of the surplus revenue to which the State of North Carolina is entitled under the act of Congress to regulate the deposits of the public money. [Provides that it shall be received on the terms proposed in the act of Congress, and be deposited for safe keeping in the present banks of the State.]
2. Concerning corporate bodies in this State. [Provides that thirty years shall be the limit of all charters, not specifically designated. Charters to be forfeited, when the corporations do not avail themselves of the franchise in two years.]
3. Allowing public officers or their deputies, to administer oaths in certain cases.
4. To amend an act, to establish a department for adjusting and liquidating the public accounts of this State, and for appointing a Comptroller, and for other purposes. [Provides for the biennial election of Comptroller, and continuing the term of service of the late Comptroller until the first January, 1837.]
5. To authorize courts of equity to direct their clerks and masters to execute titles for all property sold under decrees of said courts.
6. Incorporating the Edenton and Norfolk Rail Road Company. [Erects a new county out of a part of Rowan, to be called Davie.]
7. Establishing Davie county. [Erects a new county out of a part of Rowan, to be called Davie.]
8. Incorporating the General Mining and Manufacturing Association. [Capital 250,000 dollars.]
9. Fixing the time for perfecting titles to land heretofore entered and paid for.
10. Concerning the Superior Courts for the counties of Moore, Montgomery and Anson. [Extends the provisions of the acts of 1830 and 1831 for three years.]
11. To amend an act of 1836, for the more uniform and convenient administration of justice in this State. [Establishes the 7th Judicial district, to be composed of the counties of Macon, Haywood, Yancey, Buncombe, Rutherford and Burke; the 6th district to be composed of the counties of Cabarrus, Mecklenburg, Lincoln, Iredell, Rowan, Surry, Wilkes and Ashe. Also, fixes the salary of Superior Court Judges at \$19,50, subject to a deduction of \$100 for every court they fail to attend.]
12. Concerning brokers. [Imposes a tax of twenty-five dollars on brokers.]
13. Authorising county courts to settle disputed boundary lines between counties. [Explains itself.]
14. Empowering county courts to change names.
15. Concerning the public printing of this State. [Abolishes the office of public printer, and provides that the Secretary of State shall set out the printing, the Acts for the Session, and the Journals, each separately to the lowest bidder, and shall, when printed, employ a person to distribute the acts and journals.]
16. To alter the time of holding elections in the counties of Halifax, Northampton and Nash. [Provides that the election shall be held on the same day in each county, viz the first Friday in August.]
17. To amend the charter of Cape Fear, Yadkin and Pedee Rail Road Company. [Changes the title to that of Fayetteville and Western Rail Road Company; makes the capital \$2,000,000, and authorizes the construction of a road from Fayetteville above the Narrows of the Yadkin, with two branches from thence, one to Wilkesborough, and the other to intersect the Cincinnati and Charleston road.]
18. To amend an act, entitled an act authorising the entering of the unsurveyed lands acquired by treaty from the Cherokees, in the years 1817 and 1819, in the counties of Haywood and Macon. [Prohibits the entry of lands allotted to Indians.]
19. To amend an act to incorporate the Franklin Turnpike Company. [Provides for the further extension of the road.]
20. To lay off and construct a road from the town of Franklin, in Macon county, across the Nantahala Mountain, to Valley River, and thence to the Georgia line. [Appropriates nine thousand dollars for the work; and Governor to appoint a commissioner to locate and lay off the road, who shall have \$3 per day.]
21. To amend the several acts of the General Assembly, prescribing the time to pay for entries of land in this State. [Extends the time of payment

on moneys due Dec. 15, 1827, for entries for 1833, 1834 and 1835, to Dec. 15, 1838.

22. Declaring that the shares of stock in incorporated companies, shall be deemed and taken as personal estate.
23. To amend the charter of the Portsmouth and Roanoke Rail Road Company.
24. To amend the charter of the Louisville, Cincinnati and Charleston Rail Road Company.
25. A bill, granting banking privileges to the stockholders of the Louisville, Cincinnati and Charleston Rail Road Company, with a capital of \$12,000,000.
26. Empowering the Halifax and Weldon Rail Road Company, to subscribe their stock to the Wilmington and Raleigh Rail Road Company.
27. Providing for the draining of Mattamuskeet Lake. [Appropriates \$10,000 for that purpose.]
28. A bill, making an appropriation for carrying on and completing the capital of the State.
29. An act to increase the capital stock of the Halifax and Weldon Rail Road Company.
30. An act to prevent frauds on the Cherokee Indians residing in this State.
31. An act for the redemption of script.
32. An act to aid the Internal Improvement of this State. [Provides, that besides the funds heretofore set apart for Internal Improvement, there shall be added and appropriated for that purpose, all the surplus revenue received by this State from the Treasury of the United States, under the late act of Congress to regulate the deposits of the public money, after deducting the sum of three hundred thousand dollars, which is to be devoted to the redemption of the public debts of the State; the sum of three hundred thousand dollars, which is to be paid for stock subscribed in the Bank of Cape Fear, and the portion which is to be added to the Literary Fund, and to be applied to draining the swamp lands, according to the provisions of sundry acts of the present General Assembly; and provides further for subscribing two-fifths of the stock of the Danforth and Fayetteville Rail Road, the Fayetteville and Western Rail Road, and the Wilmington and Raleigh Road.]
33. A bill, to amend an act, entitled an act concerning the election of Governor and members of the General Assembly.
34. A bill to drain the swamp lands of this State, and to create a fund for common schools. [Appropriates two hundred thousand dollars.]
35. A bill to provide for the redemption of the scrip issued by the State, under the act of the General Assembly, passed in the year 1835; and entitled an act to provide for the payment of the instalments on the shares reserved to the State in the capital Stock of the Bank of the State of North Carolina.
36. A bill to amend an act, entitled an act to aid Internal Improvements in this State, passed at the present session. [Provides that 100,000 dollars from the fund set apart by the said act to aid Internal Improvements, shall be appropriated for defraying the civil and contingent expenses of the Government.]
37. A bill to alter the time of holding the Court of Pleas and Quarter Sessions of the county of Caswell.
38. A bill concerning the printing of the Revised Code. [Authorizes the printing of 5000 copies of the first volume and 1000 of the second volume.]

PRIVATE ACTS.

1. Making compensation to the Jurors of Ashe county.
2. Supplemental to an act of the present session, to lay off the county of Davie.
3. Incorporating the Milton Manufacturing Company.
4. Emancipating Henry, Fanny and John, the slaves and children of Miles Howard.
5. Restricting the term of Cumberland Superior Court to one week.
6. To emancipate Isaac, a slave.
7. Incorporating the Salem Manufacturing Company.
8. For the relief of John Timson, a native Cherokee Indian, and family. [Grants them the privileges of citizenship.]
9. To authorize E. Pettigrew to build a bridge a cross Scuppernon River.
10. To regulate the county courts of Ashe.
11. Incorporating the Rock Fish Manufacturing Company.
12. Incorporating the town of Greensborough.
13. Concerning the county of Davie.
14. To repeal an act of 1833, for the better administration of justice in the county of Haywood.
15. To change the site of the court house and jail of Hyde.
16. To incorporate the town of Rolesville.
17. A bill to incorporate the Caldwell Institute, in the town of Greensborough.
18. A bill to authorize W. L. Blount and others to erect a bridge across Great Contentney, near Washington's Ferry on said creek.
19. A bill for the better regulation of the town of Fayetteville.

RESOLUTIONS.

1. In favor of Larkin Cox and Tilman Vestal.
2. In favor of Simon Smithwick.
3. Directing the burning of treasury notes.
4. In favor of Turner & Hughes.
5. In favor of Wm D Alexander.
6. Authorizing the Governor to draw for the payment of expenses of Cherokee land sales, in favor of James Hargis.
7. Authorizing the Public Treasurer to receive the purchase money of the late sales of the Cherokee lands.
8. In favor of Samuel S. Geisley.
9. In favor of James Hart.
10. In favor of Mary Sloan.
11. In favor of John H Hill.
12. In favor of Honorable Navigation Company.
13. In favor of John Miller.
14. Directing the Public Treasurer to receive in payment to Cherokee lands, certain notes of the banks of Virginia, Georgia and South Carolina.
15. Concerning the office of Public Treasurer. [Containing Gen. Patterson in the office until the end of the session of this Legislature.]

17. To authorize the Secretary of State to deliver over to persons entitled to them, old military land warrants, on which no grants have been issued.
18. In favor of the letters at law of James M'Intyre.
19. In favor of William Merry.
20. In favor of Green Hill.
21. In favor of Edward Staley.
22. Authorizing the Governor to make provision for receiving the public revenue.
23. In favor of George Hoger.
24. In favor of Daniel Rayner.
25. In favor of Geo Williamson.
26. In favor of William Thompson.
27. In favor of heirs of Emley M'Donald.
28. In favor of the legal Representatives of the late George W Montgomery.
29. In favor of Samuel F. Patterson.
30. A resolution in favor of the public treasurer.
31. A resolution in favor of the door-keepers.
32. A resolution in favor of the late Governor.
33. A resolution in favor of Leander Traut.
34. A resolution in favor of John and Thomas Welch.
35. A resolution concerning the postage of the Speakers of the two Houses.
37. A resolution, instructing the President and Directors of the Literary Fund, to digest a plan for common schools, and report the same to the next General Assembly.
38. A resolution concerning contingent expenses.
39. Appropriating \$5000 to the repairs of the Government House and Lot.
40. A resolution relative to the Journals of the Convention.

REVISED STATUTES.

The Revised Statutes, divided into 114 Acts, embracing the following subjects, were also passed during the session, with sundry amendments: Bank debts, entries and grants, wrecks, militia, public documents, elections of members of Congress, bastard children, divorce and alimony, attorneys at law, constables, poor, bail in civil cases, executors and administrators, coroners, comptroller, quarantine and health, treasurer of the State, revenue, religious societies, evidence in certain cases, abatement, oysters Secretary of State, mail dogs, wills and testaments, pensions, injury, elections of President and Vice President, replevin, hunting, currency, draining of low lands, notaries, corporations, internal improvement, partition of real and personal estate, pilots and commissioners of navigation, Attorney general and Solicitors, strays, idiots and lunatics, weights and measures, attachments, mines, fences, deacons, patrol, legacies, final partition of cattle, horses and hogs, acamen, report of statutes, towns, slanders of women, charities, University, vice and immorality, official bonds, apprentices, oaths, Governor and Council, rivers and creeks, mills and millers, guardians and ward, insolvent debtors, Superior Courts, Court of Equity, justices of the peace, commissioners of fees, lavits, farms, common law, salaries and fees, officer, burning woods, seat of government and public buildings, surety and principal, literary fund, county trustee, bills, bonds and promissory notes, lands of deceased debtors, auctions and auctioneers, clerks of the county and superior courts, deeds and conveyances, sheriffs, limitations, waste, gaining contracts, processioning, county and superior court register, money in the hands of clerks and sheriff, court houses, prisons and stocks, clerks and masters in equity, marriage, prisoners, frauds and fraudulent conveyances, estates, crimes and punishments, executions and execution sales, appeals, &c. General Assembly, road, fences and bridges, slaves and free persons of color, forcible entry and detainer, quo-warranto and mandamus, bank notes, amendments, widows, boats and canoes, public arms, criminal proceedings, habeas corpus, inspections, overseers, county revenue and charges. [Providing that the magistrate to take the list of taxable property in each captain's district, shall have associated with him two freeholders, who shall assess the value of all lands given in, subject to an appeal to a board of commissioners created by the county court.]

Sketch of the Remarks made by Mr. Memminger,

Commissioner from South Carolina, before the House of Commons of North Carolina, January 12, 1837, on the bill to confer Banking Privileges on the Stockholders of the Cincinnati and Charleston Rail Road Company.

Mr. Memminger said, that he tendered to the House his acknowledgments for their courtesy; he was fully sensible of the great value of their time, at this late period of the session, and would gladly avail himself of any means which could save its consumption. He observed, however, that the House itself seemed to be satisfied that that time could not be better applied than in giving full consideration to measures which involved the common destinies of the South. For himself, the course was plain. He had been commissioned to discharge a great public trust, and as the House had been pleased to invite him to a hearing, it became his duty, with the best ability he had, to submit to their consideration, the whole matter to be adjudged.

Before entering upon the main question, however, Mr. M. said, that to ensure an impartial decision, it was now rendered necessary to brush away the cobwebs with which rumor had surrounded his mission. He had heard it alleged, that this Rail Road and Bank was a party measure, manufactured by the nullifiers of South Carolina, for the purpose of creating a great monied interest, which was to sever the Union. If this were indeed true, they had been peculiarly adroit in selecting their agents. But, unfortunately for the allegation, the Bank was supported in South Carolina by the Union party, & was directly opposed by the ex-Governor, and other leaders of the nullification party. Sir, said Mr. M. it has become fashionable in certain quarters, to denounce the nullifiers of South Carolina, as enemies to the country. He, for one, would be taken at least, as an unprejudiced witness in this matter. He was a Union man, and had opposed the nullification doctrines openly, and without fear. As he knew himself to be actuated by the highest sense of duty, so he yielded the same motive to his opponents. As an adversary, his testimony in their favor was entitled to

some consideration. He believed that a nobler and more generous spirit had never actuated men—that whatever may have been the motives of some individuals, he felt assured that the great mass were governed by the most ardent patriotism. Their greatest error, (if error it was,) consisted in pushing their principles to extremes. Their love of country became enthusiasm. Sir, they were a gallant band, and they acted out their principles, at whatever consequences to themselves. He had read in the early history of that people, whose skill and valour afterwards subdued the world, that when their city was besieged by a neighbouring and powerful monarch, and was reduced to the last extremity, a Roman youth resolved to save his country. He succeeded in making his way into the royal tent, where the king and his secretaries were alone. Mistaking the one for the other, the Roman drove his dagger to the heart of the Secretary, and was instantly seized and brought before the king. With unflinching courage he thrust his right hand into the fire, burning on the altar; and while the parched and bursting instruments were being consumed, with unblenching eye, and fortitude that quailed not under this extremest agony of human suffering, he told the king that three hundred other Romans, of equal bravery, had resolved at all hazards, to destroy the invader of their soil. The siege was raised immediately, and the king retired. That fearless youth had saved his country. Sir, such was the courage, such the fearless bearing of the nullifiers of South Carolina. They sacrificed themselves—they destroyed part of their means of usefulness to the Union—they burnt off their right hand. But sir, they did so, with the dauntless courage of the Roman—and the belligerent army, with its tariffs, implied powers, and other means of encroachment upon the rights of the States, hath retired from around the South.

It is true Sir, that the phrenzied zeal of party strife, unrestrained, may have done infinite mischief. But the Union party of the South was the balancing power which prevented the infliction of unmitigated evil. They were the oarsman upon the other side of the sleigh of State; and their courage and fearless hearts, amid the whirlwind which agitated the waters, was the counterforce which kept the vessel in her course and eventually led to a haven. Both sought their country's welfare, and under the direction of that inscrutable Providence which causes agents, seemingly the most opposite, to produce one general, common good, they have each nobly acted out their part. That crisis, Sir, is past; and now they stand as one phalanx, advancing together in the effort to improve their country.

The project now before you Mr. M. said, is their common work. The charter of the bank was drafted by a union gentleman, high in the confidence of the country; he was supported in the Legislature of South Carolina by the leading men of both parties—and had the warm cooperation of the Representatives of those electors who have sent to Congress an avowed supporter of Mr. Van Buren. It is now sustained before you by a union delegate, appointed by a Governor who is a nullifier. If any measure, therefore, can be said to stand clear of party grounds, it is the one before you. As to the allegation of its endangering the union, he should have occasion presently to show, that its tendency is entirely opposite, and that if the opponents of the project are in earnest in urging this argument, they will find that it will lead them to support, instead of rejecting the scheme. He hoped that men of all parties would unite here as in South Carolina—that no prejudice should be permitted to affect this discussion; but that each should consider for himself, whether the measures now proposed would be advantageous to the country. He conjured them as brothers of the same parentage, as sons of Carolina, united by the common ties of name and interest, to listen with willing ears. He called upon them by the remembrance of common dangers and of former days—by the bones of their ancestors which lie mingled in a common dust at Guilford and King's mountain, to put aside all jealousy and party feeling; to join with him heartily and sincerely, and endeavour by united councils to advance the happiness of our Southern country.

Mr. M. then stated that the chief subject he had to propose, was a grant of Banking Privileges to a company which had undertaken to construct a Rail Road from Charleston to Cincinnati, through North Carolina and three other States of this Union, at a cost of more than twelve millions of dollars.

It had been objected at the threshold, that the demand of a bank charter from different States; was a novel experiment, and, moreover, that it was at variance with that clause of the Constitution of the United States, which forbids the States from entering into compacts with each other. If the novelty of the experiment be a valid objection against any scheme, then all improve-

ment must cease. Every invention in the arts or sciences is a novelty. The steam engine, the cotton manufactory, in the arts—the Declaration of Independence, and the Federal Constitution in politics—nay the very religion we profess was at one time novelty, and by the same reasoning should all have been rejected. As to the argument from the Constitution, it is of pretty much the same force. If the grant of this bank charter is a violation of the Constitution, then your grant of the rail road charter to this company; to the Petersburg and Gaston—to the Norfolk and Weldon, and to all the other companies running roads into your State are equally violations of the Constitution. But the truth is, that none of them are violations. A grant of a bank or any other charter to a company, is a compact between a State and individuals—not between one State and another. The Cincinnati and Charleston Rail Road Company are individuals—and when you grant them a charter, you make a compact with them—not with the State in which any one or other of them reside.

Having removed this scruple, Mr. M. said he would return to the original proposition, and consider whether it was expedient that North Carolina should grant to this company the privilege asked for. To decide this matter, it seemed reasonable that two preliminary questions should first be answered:

1. Will North Carolina derive from the construction of the contemplated road, advantages sufficient to induce her zealously to aid the project?

2. Is the road practicable?

1. As to the advantages to North Carolina from the construction of the road. If a plain man were called upon to take part in a project proposing to improve his fortunes, he would be inclined in the first place to consider his present condition. If it were prosperous and happy he might think it better to "let well enough alone"—but if he were receding from bad to worse, he would the more readily attempt any thing which promised improvement. States are but an aggregate of individuals and the same rule of prudence will induce those who have charge of the public weal, to enquire into the actual condition of the State, and whether it be so prosperous as to content them.

Here Mr. M. depicted in vivid colors the desolation and ruin visible throughout the State. To prove that he had not painted it too strongly, he quoted the following extract from certain resolutions submitted by Mr. Speaker Haywood to the Internal Improvement Convention, and adopted at Raleigh, in July, 1835. "Resolved that the present condition of North Carolina, is in the opinion of this Convention highly discouraging, and mortifying to her citizens; that her trade is languishing, her agriculture is falling into neglect, her population is forsaking her, her political strength is withering, and her public and private wealth is declining; inasmuch that if these evils are not arrested in their course, she must speedily sink into ruin and contempt." The same melancholy picture is exhibited by the memorial which this Convention presented to the Legislature. There it is said of North Carolina, that "her wasted fields, her deserted farms, her ruined towns, her departing sons, all reproach us with supreme neglect." Unfortunately said Mr. M., the same language applies to both our States. They are both suffering the same ills. To them, the great west is the cave of the cyclops—and the certain result is the apathy of despair.

Is this picture so inviting as to induce its further contemplation—or does it evince so happy—so prosperous a condition as to require no effort at improvement? And if some effort be necessary, to what point shall it be directed? What is the appropriate remedy and where can it be found? You must ascertain the cause of disease said Mr. M., before you can apply a remedy. You must probe the wound—you must examine the symptoms. Why is it that you are thus receding while other States are advancing to wealth and prosperity? Why is it that the rocks of Massachusetts—the meadows of Connecticut—and the arid sands of Rhode Island are teeming with life and activity? why is it that on every side of us, every thing seems instinct with youthful energy, and bounding with the life blood of healthful existence; while we are sitting upon the earth in dispendency or hastily abandoning our homes and the bones of our ancestors? Has the God of nature laid his curse upon our country, or is it laid waste by his wrath? No, on the contrary, his hand has blessed it with his choicest gifts. You have within your State both the Switzerland and the Piedmont of America. Compare the Yadkin and the Catawba with the Merrimac and the Passaic and do they not afford equal if not superior facilities? Mr. M. then depicted the peculiar advantages of the western counties of the State, and demanded why it was that they remained unimproved and neglected? He had heard it said that the fertility of the great west and the emigration in that direction was the cause.

Mr. M. then referred to the remarkable fact, that in every quarter of the Union, the most energetic efforts were making to open communications with the west. That, commencing at Massachusetts, each State which had the smallest prospect of advantage, was engaged in the work at whatever cost. That this State of things continue until you reach the Carolinas, and there a chasm commences. There you find the first refusal to advance. Sir, you must leap across to Georgia, for the development of the west effort, unless you allow the project now before us to be considered. But even to the South they are on the alert. Georgia is fully engaged—and as far as Louisiana, they are not content with the great father of waters—the mighty Mississippi; but they are adding a rail road to Nashville. On all sides, our countrymen are actively advancing. We, alone, stand gazing with spathy and indifference.

The cause, said Mr. M. of all this difference is in ourselves, in our own want of spirit & enterprise, in our neglect of all those means which develop the resources of our country; in refusing to open channels of communication which give value to the products of the soil, and add to the comforts & conveniences of life. Let me say, said Mr. M. adopt the eloquent language of one of your most talented and eminent statesmen, (Judge Gaston.) "Would your command for North Carolina, that respected station among the States of this Union she ought to occupy, and assure to her a fair share in all its honors and of all its benefits? These—all these great, and good, and glorious purposes you may accomplish, but you can accomplish them in one way only. Internal Improvement has effected them elsewhere—and can effect them here. But it is for you to give the impulse. Cause to be ascertained the best plans for creating and improving markets & for facilitating and cheapening transportation, and when ascertained, forward them by a judicious and efficient application of the public resources."

Mr. M. among the proceedings of the Internal Improvement Convention held at Raleigh, in November, 1835, I find a resolution offered by Wm. H. Haywood, Jun. the gentleman who now has the honor to preside over this House, directing that "the General committee devise and report some general system of Internal Improvement for the whole State, such as her necessities require; and further, that they report the most proper means of constructing the works they shall recommend." I find further, that in pursuance of this resolution, a report was made, and, with a memorial on the same subject, presented to the legislature in the same year, in which was proposed a plan to open to North Carolina the commerce of the great western valley by a rail road to be constructed from Newbern through the centre of the State, and through the centre of the identical gaps on the Blue Ridge, by which it is proposed to carry the Cincinnati Rail Road. These papers have the signature of DUNCAN CAMERON and DAVID L. SWAIN, gentlemen, too well known to you to need any recommendation to your favor.—To your State therefore is due the honor of originating this great scheme, and these sagacious gentlemen are they who announced it to the world, and gave to it the high sanction of their approbation. The basis of your Internal Improvement and of the Cincinnati Rail Road is the same way—the most difficult and costly portion is that which this company undertake to execute. The necessity of co-operation is most obvious. It is an immense undertaking—too great for the single force of either—but with the united powers of both our States, we may succeed in accomplishing it. Is the prize sufficient to compensate both?

Here Mr. M. entered at large into the advantages to be derived from opening this trade to North Carolina. He showed the efforts making in every State to secure a portion of it—the freedom from ice at the south—the travelling and produce which would pass along that road, which would join from Fayetteville and the Yadkin—the effect upon the Raleigh and Gaston Rail Road; upon the Wilmington and Roanoke Rail Road; and even upon the rail road projected from the narrows of the Yadkin up towards Wilkes and Ashe. He commented upon the advantages to the counties west of the Yadkin, particularly to Mecklenburg, Lincoln, Rutherford, Burke and Buncombe—and showed how easily the immense quantities of gypsum (or plaster) on the banks of the Holston River could be transported to enrich the soil of all the grazing counties