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MEMORIAL.

To the honorable the General Assembly of North Carolina:

The undersigned have been deputed a committee to present to your honorable body a memorial, expressive of the views and wishes of a large and respectable portion of your fellow-citizens, recently assembled in the City of Raleigh, in Convention, upon the important subject of improving the internal condition of the State. In the discharge of this duty, we feel well assured of receiving a favorable hearing, as well in respect to the numerous and patriotic body whose views we are especially charged to present, as from the subject, which addresses itself so powerfully to the Representatives of the people, to whom has been committed the high trust of guarding the interest and advancing the prosperity of our common country.

What is the present condition of the State? What its means for improvement? And in what way are these means to be most effectually applied? These are the interesting questions to which we have been directed most respectfully to invite your attention; and which, as your memorialists humbly conceive, are of such high public concernment. In examining into the condition of the State, whether we advert to the past or view the present, whilst much may be found to warm the breast of the patriot, there is but little to justify the pride or to stimulate the enterprise of the citizen. We may indeed proudly boast of the exalted character of the nation, and claim for our citizens the most devoted attachment to the Union of the States; that there has been engrained into our own constitution those principles of rational freedom, the soundness of which has been so fully proved in the success of that representative system which constitutes our pride and boast as a nation—conferring a degree of freedom on the governed unknown in the old world, and securing to industry its rich reward—peace and plenty; that the increase of our population, agriculture, manufactures, and advancement in the arts and sciences, and in civilization, have been rapid beyond all example; that these national blessings inspire confidence as to the high destiny of the Republic, and call forth sentiments of gratitude to the Supreme Disposer of all events. But whilst we may thus boast of our rapid advancement as a nation, we regret to say, our own State shares but little in this general prosperity. To prove this, facts must be submitted, however mortifying to your pride, or painful to our feelings. In the apportionment of Representatives among the States, under the first census, North Carolina and New York were equal, each having ten members. What is likely to be our rank in comparison to New York, under the census soon to be taken, embracing a period of fifty years? She will have exceeded her forty members, whilst our State will remain or barely exceed her original ten. What a startling contrast! Yet, in point of territory, North Carolina has her fifty thousand five hundred square miles, whilst New York only exceeds it by two thousand one hundred and twenty-five. At the first period, our population was nearly equal; whereas, at present, she will exceed two million, whilst ours will be but a fraction beyond seven hundred thousand. Yet this immense difference is not to be ascribed to our climate or soil, but in part at least to the rapid tide of emigration. There, every thing has been done to improve the condition of her people—here, our citizens have gone, with the Bible, Encyclopedia, character to the wilderness of the West. In this way, more than half a million of our people have left the place of their nativity, and carried with them wealth, talent, and enterprise. It may gratify our pride to be told in one Congress, there were nine Senators, native born citizens of North Carolina; yet the fact only proves how much we have lost, by failing to render our people prosperous and satisfied at home.

We might pursue this inquiry still further, and examine into the rapid growth of our sister States; but we flatter ourselves that you—as we feel assured every patriotic citizen—to the question—whether the State shall remain in her present condition—are prepared to reply most emphatically, no! If so, this brings us to the second inquiry, an estimate of the means of the State.

STOCKS.	Value.
In the Bank of the State,	\$500,000
In the Bank of Cape Fear,	500,000
In the Bank of the Tar River,	500,000
Roanoke & Cape Fear Navigation Companies,	82,500
Wilmington and Raleigh Rail Road,	600,000
Bonds for the sale of Cherokee Lands, in 1838, and of a prior date,	350,000

The cash balances in the Public Treasury are not included in the above estimates, as they may be required to meet current expenses and other necessary appropriations. The State, then, has a capital of more than two millions, vested in productive stocks and in bonds on interest. It is true, a part of this sum is pledged as a Literary Fund; but it is equally true, we presume, that no part of the principal of this fund is to be used, and that it will continue to increase, until the interest accruing on it may be called for, in purposes of education and of free schools. The state is free from debt, and has a credit supported by her natural resources and the habits and manners of her citizens. The taxable property of the state may, as the committee think, be estimated at near 200 millions of dollars. She comprises 32 millions of acres of land, which may be estimated at two dollars the acre—she has 300,000 slaves, which may be valued at three hundred dollars each, besides the private stocks, merchandise, and other property subject to taxation. But it is not proposed to resort to taxation, nor is it necessary to carry out the views and plan of those in whose name we have been authorized to address you. These matters are merely referred to show the ability of the State, and the ample means she has to sustain that credit which it is proposed to bring into market.

Having shown the condition of the State, the necessity and demand for a change, and the means for effecting it, your memorialists are brought to the interesting question, as to what is best to be done? In answer to that question, we have to present to you that plan or system which was the result of the anxious deliberations of those in whose behalf this memorial is presented. No higher evidence could be given of the actual wants of our people, and of the demand and necessity for something to be done, than in the voluntary congregation of that assembly, whose wishes and opinions we have been directed to make known. A body comprising near 200 members, selected from forty counties, men of character, of intelligence, and of wealth, voluntarily obeying the call of their country, argues a deep distress in the community, and a loud demand for its remedy. The strifes and struggles of party have been silenced, and the voice of patriotism alone has been heard, invoking you to action. It is the first and dearest privilege we enjoy as a free people, that by the fundamental principles of our government, every plan for changing our condition and promoting our happiness and prosperity, both in choice and execution, must originate with or be sanctioned by the people. The plan, then, which we have the honor to present, originated with a large portion of the people, and claims your most liberal and attentive examination. Your memorialists show, that after a week of earnest and anxious consideration, the Convention agreed upon a plan which is embodied in a series of resolutions herewith submitted, and annexed to this memorial. The Convention came to the conclusion, with great unanimity, that all the works mentioned in said resolutions were of a great and useful character, and constitute a system of improvements which, if begun and successfully prosecuted, would eminently conduce to the prosperity of the state, both as increasing the common wealth and in elevating and confirming its moral and political character.

Of the merits of the general system recommended, it is proper to say, whilst there existed a difference of opinion as to the grade or

class of the respective works, yet there was none as to their eminent utility and meritorious claim to the aid and patronage of the Legislature. But the Convention was admonished, as all must be, by past experience, that the works proposed must be brought within the available means of the State, or all would fail. Hence the necessity and expediency of a classification. In this, too, they were following the example of the national Legislature, in their works of Harbors and Fortifications. What the nation could not accomplish with its ample resources, it was not to be expected a single State could effect, with its limited means, though confined to works within her own borders. Here then collision begins, here is the danger of failure, and here the demand for disinterested and enlarged patriotism. Hence it is deemed important that your honorable body should be fully and candidly informed of the reasons and views, which influenced the Convention in recommending certain works for prompt and immediate execution. Let them not be charged with selfishness or with local preferences, but remember the difficulty of the subject and the necessity for action.

1. A guarantee by the State of five hundred thousand dollars to the Gaston and Raleigh Rail Road. This is not a subscription or a loan, and does not call for any expenditure. It is a mere loan of the credit of the State, upon such surety as the Legislature shall require to enable the company to obtain a loan on better terms than they otherwise could do, and thus be enabled to complete their great work. This favor appeared so reasonable in itself, as to meet with but little opposition. It is deemed due to the liberal spirit of those enterprising citizens who had been willing to risk their own fortunes in so great a work. It also recommended itself to the convention, as a work penetrating to the capital of the State, there to be connected with other works, and accommodating many of our citizens in the transportation of their produce to market. Having already received the favorable action of a committee of both branches of your honorable body—more is not necessary to be said.

2. A subscription by the State of four fifths of the capital stock of the Fayetteville and Yadkin Rail Road. This is one of the great works in the general system, and may be considered as standing at the head of those recommended in the first class. In regard to this work, the Convention had certain data, both as to its necessity, its importance to a large portion of the State, its policy as sanctioned by a vote of the Legislature and of the people, and certainly as to the cost of its construction. As to the work itself—it is to connect the East and West; to commence with a home market, from the banks of a river, rising and terminating within our own limits—to be extended for the present to the Yadkin, a stream which passes through a productive and populous section of the country, and whose produce must be carried to a distant, foreign market, unless this great work shall succeed. As early as 1815, the idea of connecting the waters of the Yadkin with that of the Cape Fear, received the favorable action of the Legislature. But unfortunately the geological structure of the intervening country, presented difficulties not then to be surmounted by a Canal, with the limited means of the state. Those difficulties disappear, however, before the mighty engine of steam. The actual extent of internal communication, by means of rivers and roads, which directly or indirectly connect itself with this road, cannot be estimated at less than probably much exceeds that quantity. Thus will the occupants of moderate sized farms be enabled to make outlets for market in their own vehicles, and for which the power of a single horse will be quite sufficient to reach some depot on the main route. Also in securing, what every farmer in the country will know the value of—a much smaller portion of time in the accomplishment of the object. For it is to be remembered, the great advantage of rail ways, over all other means of conveyance is the saving of time, the annihilation of space. Time is money, and the attainment of greater speed and certainty, amounts in effect, to a reduction of expense. The advantages of a more speedy conveyance, are often of greater value than the whole charges of transportation, and those advantages can never be so fully realized, as by the use of railways. These are a few of the rich advantages, which are to be extended to so great a portion of the people of our state, by means of the proposed route. This produce is first to be brought to Fayetteville, whose capital will increase, as calls may be had for its employment. Where prices may be now considered low, they will rise by demand and competition to the highest rates. It is then to descend to Wilmington by means of Steam Boats, whose number will also multiply as has been the case on the Ohio and Mississippi. From thence it finds its way to foreign markets, through Cape Fear Inlet, which, if not the best, has its advantages. The tables annexed, show the tonnage employed in the foreign trade, entered and cleared at Wilmington from October, 1836 to October 1837—also the tonnage employed in the foreign trade of the ports of Norfolk, Petersburg and Richmond for the same time, as taken from the report of the Secretary of the Treasury.

From these tables it appears, that in the year 1837, the tonnage entered and cleared in the foreign trade from Wilmington exceeded that of Norfolk 6384 tons, and exceeded both the ports of Richmond and Petersburg together 17,694 tons. We are informed, on high authority, that the coasting trade of Wilmington employs a greater tonnage than her foreign trade. We have not the means of ascertaining its actual amount, as it is not reported. If this be true, and we believe it to be so, not only on the high authority from which we received it, but because we know the maritime trade of N. Carolina is principally a coasting-trade—it would follow, that the tonnage employed in the trade of the port of Wilmington is greater than the three great ports of Virginia, Norfolk, Richmond, and Petersburg.

The Port of Wilmington possesses two advantages over most of the other ports in the United States, which cannot fail to be highly estimated. 1. It is a fresh water port, and vessels are exempt from the destruction to their bottoms (unless coppered) occasioned by the salt water worms. 2. It furnishes the most miscellaneous cargo of domestic products of any port in the Union. All kinds of bread stuffs, rice included; naval stores of every kind and of the best quality; lumber, the very best in the world; staves and heading; cotton, whiskey, &c. &c. So that vessels can supply themselves with a cargo from that port, that cannot fail to suit some market and make a profitable voyage. Again—that steamboats have been plying on the Cape Fear as high as Fayetteville for the last 20 years; and we are assured that no serious accident has ever occurred during the time. Like other rivers in the South, its navigation is suspended in the summer months; & so is the great Ohio. We learn that the navigation of the Ohio, from ice and drought, is suspended, on an average, six months in the year; whilst that of the Cape Fear is suspended not more than four and a half months, and that at a season when the crop is not ready for market. Such are the advantages of the Cape Fear Inlet, under circumstances as they now exist.

We have said the policy of building this rail road has been sanctioned by the Legislature and the people. We have only to advert to the fact of the incorporation of the company and a subscription of two-fifths, under the authority of a law of your last session. Has a single member been ousted of his place in consequence of the vote thus given? As far as we know, or have reason to believe, not one.

But we are here met with the objection, the plan proposed changes the subscription by the State from two-fifths to that of four-fifths: why this change? The answer is to be found in the fact, that unless it is made, the road cannot succeed. A survey

and estimate have been made, under the direction of the most experienced Engineer in the United States—a North Carolinian, feeling for his native state all the ardor and zeal of a most devoted son—from which it appears, to construct the work in the best possible mode and in the way which meets his sanction, would cost two millions of dollars. To raise two-fifths of this sum, by means of private subscription, has been found impracticable. But should the subscription of the State be changed, as proposed, we are well assured the amount will be most certainly taken by individuals. This is recommended not only from the magnitude of the work, its accommodation for such a large portion of the state, but from the further fact, it is to constitute one of the connecting links, the great trunk, in which others are hereafter to share. These with the Convention were held conclusive facts and reasons to justify the change.

3. The incorporation of a Company for the opening of an Inlet at the foot of Albemarle Sound, near Nagshead, and a subscription by the state of three-fifths of its capital stock.—This work was deemed by the Convention of the highest importance, from the fact of so many of the rich counties in the north-east part of the state being directly interested in its success; from the quantity and quality of the produce which would find a market through it; and from the fact that it has been long pressed upon the notice both of the national and state Legislatures. Albemarle Sound runs in a direction east from the conflux of its head waters, the distance of some eighty miles, and at its eastern extremity is separated from the ocean by a narrow strip of sand bank, some hundred yards in width. It is navigable within four or five miles of the ocean, where its waters separate into the Roanoke and Croatan Sounds, and change its direction nearly south. Roanoke Island is between them. These two sounds unite again, and some twenty-five miles from the point where the current of the Albemarle changes from an east to nearly a south course, they enter the Pamlico Sound. From the north-eastern extremity of the Pamlico is, fifty miles distant the Ocracoke Inlet, the only navigable one for vessels suited to the coasting trade. It is proposed to throw a dam or other construction across the Croatan Sound, and thus force the waters of the Albemarle to break their passage through the bank at its foot into the Atlantic ocean. It is estimated by intelligent seamen accustomed to the navigation of this coast, that through the proposed inlet, double the number of voyages may be made as are now through that at Ocracoke. It has been estimated by a member of the Convention, that the 12 counties in North Carolina, nearly all the produce of which seeks its market through the Albemarle, export not less than from four to six million of dollars annually. This produce consists of corn, cotton, wheat, fish, peas and an immense amount in naval stores and lumber. These articles are nearly all of such bulk as to forbid a deposit between the place of production and sale. Hence the importance of its being received from the wharves and rivers of the producers and carried at once to the ocean for its final destination. To the fishing interest the success of the work is of peculiar importance, as the annual tribute from abroad for this article alone is estimated by gentlemen from that section of the State at \$300,000. This work has also been examined and estimates made, under the authority of an Engineer of the State and of the United States, who has reported in favor of it, which may be owing to the material and the manner of constructing the work. But however uncertain this may be, the people in that section of the State, it is said, are willing to risk their own capital in its success, and think a subscription not exceeding 500,000 dollars by the State, would render it certain. If so, the Convention was of opinion it should be granted.

4. The payment by the State of the balance, 150,000 dollars, of its subscription to the Wilmington and Raleigh Rail Roads ought at once to be made. The Convention came to this opinion as an act of justice to the very liberal and spirited exertions of the private subscribers, in having risked so much on their part for so great a public work, and from the certainty as well from the progress made, as the high profits expected, that the work must and will be finished. The prompt payment cannot injure the State, and will greatly aid a spirited portion of her citizens.

5. The survey of Neuse and Tar rivers, with the view to steam boat navigation, and if found practicable, that the Board of Internal Improvements be authorized to contract for effecting it. These rivers are the property of the State, the charters granted for their improvements having been long since forfeited. It is proper then that the surveys should be had at the expense of the State, as due to her citizens, who will use them for their produce, as well as from the fact that one of these rivers is so directly connected with the prosperity of one of its markets, Washington, which has heretofore been sustained with so much spirit, but which has recently suffered so severely by fire; whilst the other leads to an old town, which has many claims on the liberality of the State, besides its direct connection with the great rail road in which the State has so deep an interest.

6. A survey from Raleigh, via Hillsboro', to Greensboro', with the view to a McAdamized Turn Pike Road, a company and a subscription of two fifths by the State. This route is recommended from the fact that it is to take the main line of travel from the seat of Government to the western Counties in the State; that it passes through two among the largest and most productive Counties in the State, whose people are farmers, deal principally in the necessities of life, own their own vehicles, accustomed to their use, and without this road can share but little in the direct advantages of Internal Improvements. Besides, it is for the present to terminate at one of the most flourishing inland towns in the state, Greensboro', which has its flourishing schools, its steam mills, cotton factories, and in every way its population is both active and enterprising. A cheap and speedy mode of reaching a market, as we learn, would often enable the enterprising proprietor of her cotton factory to send the product of his establishment to the city of New York, and realize a profit of two or three cents on the pound. This profit would not operate to his advantage alone, but to that of the grower of the raw material. The proposed survey would cost but little; and the road, if McAdamized, would not likely exceed, according to the estimate of the Board of Internal Improvements, \$3000 per mile, and a part of it, possibly one half, would be an ordinary turnpike, the cost of which would not exceed \$200 to \$300 per mile. The road in justice ought to belong to the State, except that experience has shown, to construct and keep up such works, calls for individual interest and attention; otherwise they constitute a continual drain on the public treasury, and end in ruin. From this line a branch might hereafter be extended, with great propriety, to some point on the Dan river; and thus give to the people in that fertile region the means of reaching, if so inclined, the markets of their own state.

Such are the works as placed in the first class of the plan proposed by the Convention—such are some of the views and reasons which influenced that body in recommending them. If any one should object, that his work ought to be placed on equally favorable ground with the most favored class, he should pause, consult the means of the state, and then ask himself, "if such a plan had been adopted but five years ago, would not my wishes now be gratified?" Time marches rapidly; and a few years, as we trust, will serve to bring into operation the whole scheme, and others, if their claims and advantages shall hereafter be disclosed and properly pressed.

SECOND CLASS. These, as will be seen, contemplate a connection with the two great rail roads now in progress, as well as with the proposed road from Fayetteville to the Yadkin. The Beaufort Road, leading from the fine harbor at that place, is the most important from that fact, as another outlet will be thus opened to