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REPORT ON INTERNAL IMPROVEMENT.

The committee to whom was referred memorial of the the Internal Improvement Convention, lately assembled in the City of Raleigh, have had the same under consideration, and have given to the very important subject to which it relates, as mature a deliberation as the very short space of time allotted to them would allow. The committee regret that the late period of the session at which this memorial was presented may give to their deliberations somewhat the appearance of precipitancy. They are, however, consoled by the reflection that the subjects are not new; they have, each of them, at various times, occupied the attention of the people of the state, until a firm and settled conviction seems to pervade all classes of the community, that the time has arrived when the State of North Carolina can no longer, consistently with her character or her interest, delay embarking in a system of internal improvements.

The memorial before the committee was the result of the deliberations of a very numerous convention of individuals assembled from all parts of the State, and bringing with them the most satisfactory evidence of the great inconvenience and privations under which the people of the State labor, and calling upon the Legislature, as their duty constituted agents, to remove them.

This memorial reaches us in such an imposing form, it so surely speaks the wishes of a large majority of the people of the State, that, if so disposed, we can no longer disregard it, either in justice to ourselves or to the various interests we represent. We must, at all events, give some satisfactory reason why we will not aid in removing grievances of which all classes complain.

The committee do not deem it necessary at this time, to enlarge upon the great benefits which the people of the State would derive from a general and well devised system of internal improvements. They sincerely hope that no member of the Senate doubts that much can be done, by facilitating the means of intercommunication among the people, to improve their condition, and to place within the reach of the poorest, means of rational enjoyment, from which, at this time, they are utterly debarred by the difficulties and the cost of transportation.

Dr. Adam Smith, the author of the Wealth of Nations, observes, that good roads, canals, and navigable rivers, by diminishing the expense of carriage, put the remote parts of a country more nearly upon a level with those in the neighborhood of large towns, and on that account they are the greatest of all improvements. They encourage the cultivation of the remote parts, which must always be the most extensive circle of the country; they are advantageous to towns, by breaking down the monopoly of the country in the neighborhood; and they are advantageous to all parts of the country; for though they introduce some rival commodities into the markets, they open many new markets to its produce.

That in all societies there should be found many who blindly adhere to the existing state of things, from an undefined apprehension of danger from all changes, is to be expected from the nature of men: thus we are told by the same author, in 1776, that fifty years before that time, some of the counties in the neighborhood of London petitioned the Parliament against the extension of the turnpike roads into the remoter counties. "The remoter counties, they pretended, from the cheapness of labor, would be able to sell their grass and corn cheaper in the London markets than themselves; and would thereby reduce their rents and ruin their cultivation." Their rents, however, have risen, and the cultivation has been improved since that time.

It is likewise said that the counties on the Hudson river, in New York, opposed the canal in that State, which has added ninety millions of dollars value to her real estate, from the same narrow-minded and illiberal fears; fears which have been disappointed almost beyond belief; for the rich stream of wealth which has poured through this canal has fertilized every portion of the State. We have, however, in North Carolina, but little to apprehend from such jealous fears as these. Every portion of our State is suffering from the same cause. Those counties which are within sound of the roar of the sea, are barred from its benefits by narrow sand banks, which not only remove them miles from market, but add incalculably to their expenses of transportation. Hence it is, that every portion of the State is vitally interested in this subject.

Independently of the rapid accumulation of wealth which easy and expeditious modes of passing through a country always produce, they are likewise the great means of civilization. Africa owes its perpetual barbarism to the impracticability of penetrating the country, more than to its sterility. Nor could England, by her severe penal laws, civilize the inhabitants of the Highlands of Scotland until she cut roads in every direction through those fastnesses, and opened them to the light of civilization. England and Scotland have no less than twenty-two canals running across mountain ridges, connecting the east with the west; and where but a century ago, the robber and the outlaw found shelter, commerce, with all its train of blessings, has established the abode of peace and contentment.

The want of these facilities for intercommunication, so essential to the refinement of society, is not peculiar to North Carolina. Although it is here felt in an eminent degree, it is, however, the misfortune of the whole south. We are rapidly becoming a nation of Arabs, who pitch their tents upon a spot and remain just long enough to exhaust its abundance and muddy its waters, and then fly in pursuit of fresher pastures. Patriotism or the attachment to the place of our birth, is a result of a high state of civilization, and is always the stronger in those minds where it is mingled with associations of an elevated and ennobling character.

In proportion as you give to the citizen a cause to be proud of his country, in the same degree you excite and cherish in his bosom those feelings of strong devotion to her fortunes, which have given to the world all its illustrious examples of patriotic heroism. Instead of those magnificent monuments of human art which adorned the ancient world; it has been the boast of modern times to seek chiefly the useful and the beneficial; and measured by the standard of utility alone, the superiority of the moderns is most manifest; for it is said, with great truth, that the introduction of glass and linen has diffused more real comfort among the modern nations of Europe, than the Senators of Rome could derive from all their refinements of pompous and sensual luxury.

The general diffusion of a certain portion of wealth among the people is, moreover, indispensable to the perpetuation, as well as the rational enjoyment of freedom. Man, when condemned to hopeless and perpetual poverty, when he finds his daily toil fails to ensure a moderate portion of even the necessities of life, limits his exertions to the supply of his daily wants, and, degraded by his privations, can only be stimulated into action by the commonest of motives, hunger and thirst.

It is, therefore, nearly the duty of every Government that desires the happiness of its people, that aims at the character of parental, to aid, by every means in its power, their industry, and to remove all unnecessary obstructions from its free and efficient action. This is the very object for which Government was formed; and when, from indifference to the welfare of the governed, or from any other cause, it ceases to promote this object, it has failed in its end and design. This is most emphatically true of those governments which are called democratic. They are a part of the people and must after a few weeks, mingle with the great mass, sharing and participating their joys and their sorrows. If such a government as this does not sympathize with the sufferings and privations of their fellow citizens; if, restrained by any selfish motive, by any fear of the loss of popularity, or by the trammels of party, from acting, where action alone will ensure success, there is but little hope for the improvement of the condition of that people who are so unfortunate as to have committed their destinies to such guidance.

In a cause so glorious as the improvement of the condition of our common country, the government should not lag behind the zeal of the citizen; but placed like a sentinel upon the watch tower, it should be the first to give notice of the approach of danger; and what danger can more alarm the ardent lover of his country or the cool and cautious statesman, than to see towns sinking into villages, commerce leaving the shores it once enlivened, and the young and enterprising seeking a soil more congenial to their characters?

North Carolina has great agricultural and manufacturing capacities. She can enjoy any very large share of foreign commerce. Nature has

placed insuperable difficulties in the way of such aspirations. But, with proper encouragement, these two arts, which most effectually enrich nations, may here flourish, and spread contentment and plenty where now poverty and misery can alone be found. Agriculture and manufactures mutually assist each other, and it is impossible for either to be in a flourishing condition without communicating to the other some portion of its prosperity. The manufacturer offers to the farmer that market at home, in consequence of which numerous articles otherwise valueless become profitable to cultivate. The farmer ceases to labor, when the produce of his toil is valueless at home, or the cost of transporting it to the nearest market is equal to the price of his commodity. Let cheap and easy communications be opened into our interior, and wherever there is water power there will be manufactures, and wherever the soil is not barren the husbandman will increase his exertions, when he finds the produce of his labor not exhausted in charges.

This view of the benefits of internal improvements, is peculiarly worthy of the attention of the poorer classes of society. A community exclusively agricultural must always be poor. This is a truth more apparent in planting than in any other agricultural countries. In the planting States, an individual without land and negroes, finds but few avenues to wealth; and those of difficult and laborious access. The planter himself, although he may spend his days in abundance, finds the difficulty of providing employment for a numerous offspring his greatest care.

There is nothing in political economy better settled, than that division of labor is the great source of wealth to nations. Let the pursuits of a community be divided between agriculture, manufactures and commerce; and the man who is not born to the inheritance of paternal acres, will find a mine of wealth in his health, his skill, his character, and his industry; which, though they may not be adapted to one employment, will certainly find some congenial pursuit.

The committee do not propose indulging in general illustrations of the benefits of internal improvements to a community. They cannot, however, forbear reminding the Senate of the examples of New York and Pennsylvania. Pennsylvania has a State debt of more than \$28,000,000, of which \$23,000,000 was incurred for public improvements. The value of the works owned by the State is estimated at \$5 millions; so that, if the State were disposed to sell her works at public auction, they would very probably bring one million of dollars more than they cost, without estimating the vast increase of wealth these works have created to the State at large. Previous to the commencement of the works, it was said by a distinguished statesman, that the wheat frequently rotted in the barns of the farmers in the interior of that State; and a large portion of the population of Philadelphia suffered from the want of bread and the want of work. The tolls paid on coal alone, which is transported on the Schuylkill canal, amounts to 24 per cent on the capital stock of the company. And the Pennsylvania State works, which, although executed by the State alone, and at a cost of near twenty per cent more than was necessary, yet they nearly paid, the second year after their full operation, six per cent on cost.

New York presents a still more brilliant example of State munificence. The New York State Canals which have been completed and commenced, are 825 miles in extent, and will cost more than 18 millions of dollars. If to this be added the cost of enlarging the Erie canal, (now too small for the business,) it makes a total of \$3 millions of dollars, about 13 millions of which has been paid; leaving 20 millions to be provided for. This State has loaned its credit to the Delaware and Hudson Canal Company, and authorized a loan to the New York and Erie Rail Road Company of 3 millions, making the total liabilities of the State \$36,800,000. The 340 miles of canals and rail-roads constructed by incorporated companies, have a capital of \$17,000,000.

by private companies, with a capital of about 174 millions of dollars. This is the condition of New York, a State which, at the revolution, had no greater population than our own, and a territory not equal in variety or richness of productions. It is said the comparison does not hold good, because those States are richer than ours. But to what do they owe their wealth? It is chiefly to these very improvements, which are objected to. Pennsylvania, particularly, has but little foreign commerce. She is almost exclusively a manufacturing and agricultural community. Even England, the most commercial people on earth, is said to owe most of her enormous wealth to coal and iron, of which our interior is full; but it will be always valueless, if the cost of transporting it exceeds the value of the article when it reaches a market.

The memorialists present to the attention of the Senate two great works, the completion of which would benefit very large sections of the State, and which they urge the State immediately to commence. The first in importance is the rail road from Fayetteville to the Yadkin river; the next is an outlet at the foot of Albemarle Sound. In urging the immediate commencement of these works, the committee do not mean to undervalue the claims to the favorable attention of the State of the fine Harbour of Beaufort. If North Carolina is ever to take rank as a competitor for the European trade, it can only be through the Harbour of Beaufort. The wants, however, of this section are not so pressing as to require immediate action; and the rail road from the Yadkin to Fayetteville is, likewise, in the line of that improvement, and may, at some future day, easily be carried to Beaufort.

For these reasons, the committee have concluded to recommend to the Legislature those works only which are of immediate and pressing necessity, leaving the completion of the plan to future Legislatures.

The reason why the attempts at internal improvement have hitherto been abortive in our State, is, that too much has been attempted with inadequate means. The committee have, therefore, selected such works as, in their opinion, would be most diffusively beneficial to the State; and with this view, they have reported several resolutions.

The first resolution recommends a guarantee of a loan by the Raleigh & Gaston Rail Road Company of \$300,000. This project cannot be classed with new and untried works, as it is nearly completed, and should be considered separate and apart from any new plans. The committee refer the Senate to the report and bill upon that subject, and recommend their adoption.

The second resolution recommends the subscription, on the part of the State, of four fifths of the capital stock of the Yadkin and Fayetteville Rail Road. It will be recollected by the Senate, that the last Legislature subscribed two fifths of the capital stock of this company, provided three fifths were raised by private subscription. It has been found impossible to raise three fifths of the capital stock of so large a work in a country where surplus capital is so scarce as in any part of the State of North Carolina.

And even if there was a great deal of capital, seeking investment in North Carolina, it is no evidence of the utility of a work that capitalists will not embark in it. In the South, capital can be made worth more than 6 per cent, and those who have it are generally reluctant to place it where there will not be an immediate return, or where there is any risk. Moreover, a rail road may be unprofitable to the stockholders, and yet immensely advantageous to the people generally. For instance, the cost of transporting 100 weight from the neighborhood of Salisbury will cost a farmer, in his wagon, 87 1/2 cents; by rail road it would not exceed 30 cents. Here is a great saving of money, exclusive of time. Hence it may be extremely proper and judicious for the State to embark in such improvement, when it might be hazardous to the individual capitalist, who looks solely to individual gain from tolls. The committee recommend that individuals should be required to subscribe one fifth, as this will insure the attention of sufficient private interest to secure the economical execution of the work. Works of this magnitude have usually been done by the Government exclusively; but the committee recommend a sufficient union of local interest to secure the Government from imposition.

The fourth resolution recommends the opening of an inlet at the foot of Albemarle.

This is a work of great importance to the eastern end of the State, and one through which nearly all the waters of nineteen of the richest counties of this State and many of Virginia would find their shortest passage to the ocean. The committee have been surprised that doubts should still be entertained of the practicability of this work, which has been so often surveyed, and concerning which so much has been said. The numerous engineers who have surveyed it unanimously report in favor of the practicability of obtaining at least ten feet water at Nagshead, (all that a coasting trade wants) although they differ whether the benefits would be adequate to the costs.

It is the province of the engineer to decide whether a work can be executed, and what it will cost; it rests with the statesman and the people to

decide whether they will be sufficiently benefited to incur the expense. Let us examine what competent persons say of the practicability of the work.

The waters of Albemarle Sound, at this time, flow into Pamlico Sound, through Croatan and Roanoke Sounds. It is proposed, in order to open an inlet at the foot of Albemarle, were one originally existed, to run a dam across Croatan and Roanoke Sounds, which dam, by preventing the Albemarle waters from flowing into Pamlico, will naturally force them in another direction. The length of this dam in the water will be (including both sounds) 4 1/2 miles; the average depth of water in Croatan Sound is 7 feet; in Roanoke Sound, from 1 to 9 1/2 feet. The making of this dam, or embankment, which involves nearly the whole expense, cannot certainly be a work of any peculiar difficulty. The real question is, where will the water go, when it is excluded from Pamlico Sound. In investigating the operations of nature, when you have succeeded in finding the cause of any peculiar occurrence, you have advanced a great way in obtaining your object. On of the United States Engineers remarks, if you restore the original topography of the country, you will force the waters into the channel through which they sought the ocean before the cause existed.

Lawsen, the earliest historian of North Carolina, remarks, "Roanoke Inlet has ten feet water; the course, over the bar is almost west, which leads you through the best of the channel." At this time, 1701, there was a very narrow passage through those marshes which divide Albemarle from Pamlico, and which, by the gradual washing of the water, have since increased into the size of Croatan and Roanoke sounds. If there are follows, from the above reasoning, as is said by Captain Bache, "that if the waters are confined to a single outlet to the ocean, (viz. Roanoke Inlet,) we have a right to anticipate even a better navigation than originally belonged to that inlet, when the passage between the sounds, though limited in size, still existed, as is shown by the earliest writers, who invariably speak of Roanoke as an island."

The committee are afraid they would swell their report into too great size, if they examined farther the opinions of the Engineers on the practicability of this work. They will conclude this branch of the subject by quoting the opinion of General Bernard, Gen. Grotto, and Col. Totten, one of whom is considered the most skillful Engineer in the world. The report of Mr. Fulton upon Roanoke inlet was submitted to these gentlemen by the War Department for their opinions; and the following question was put to them: "Can the project be executed; and if so, will the passage remain unaffected seriously by storms and currents?" They concurred generally with Mr. Fulton, and, in their reply, use these words: "Mr. Fulton proposes to extend a dam across Roanoke and Croatan sounds. The reasons he gives for preferring the places chosen are substantial." The reasoning of these gentlemen concludes thus: "There is, then, good reason to believe that if the embankments are once made, with sufficient solidity to resist the effects of the first violent storms, each succeeding year will contribute to their stability, and that time, which infallibly destroys most of the works of man, will here become an auxiliary of tremendous power."

As regards the importance of this work to the eastern section of the State, the committee refer the Senate to the memorial, with this additional testimony. Upon that subject, in 1830, a memorial was presented to Congress, from a body of very intelligent farmers and merchants residing in the eastern counties, who alleged, that upon \$325,586 worth of produce shipped via Croatan Sound, there had been a loss, from obstructions, of \$151,469 93. It is but fair, then, to conclude, that upon the whole produce of that region, the entire loss is more than double.

The committee have, therefore, concluded that if the citizens of that section are willing to embark in such a work, the State should contribute its amount of two fifths, it is of sufficient importance to a large and productive portion of the State, to justify the State's subscription of three fifths. They, therefore, recommend the adoption of the third resolution.

The fourth resolution recommends the advancing of 150,000 dollars, the balance of the subscription to the Wilmington and Raleigh Rail Road, and the survey of a McAdamized road from Raleigh to Greensborough; the reasons for which are amply set forth in the memorial.

The fifth resolution proposes to borrow \$3,000,000 by the State, to carry into effect the foregoing plans. The State of North Carolina is free of debt, and is possessed of a cash capital of more than two millions of dollars. It is proposed to leave this untouched, and to use the credit of the State. Should the Legislature conclude to borrow the sum proposed, it will be the introduction of \$3,000,000 of solid capital into the State, which will be spent in such a manner as to confer the most general benefit; and will be permanently domesticated among us. Moreover, it is an act of wise economy to borrow money at 5 per cent, which, when used in improving our resources, will at the same time yield a profit. The reluctance manifested by the people of this State to incur debt, is very creditable to their integrity. This feeling may, however, be carried to excess, and it certainly is with us. Where nothing is risked, nothing can be gained; and where a people refuse to borrow money to improve their condition, they must either remain stationary forever, or incur heavy taxation. The plan proposed would in the opinion of the committee render incalculable benefits to the State, and in all probability never draw one dollar from the pockets of the people; and if such an occurrence were to take place, the ability of our population could meet the emergency. In 1813, North Carolina paid a net revenue to the Federal Government of \$456,478; and can it be possible the people would, if required, hesitate to raise one third of the sum, when the money was to be spent exclusively for their benefit?

There are two kinds of consumption, productive and unproductive. It is productive when the farmer invests money in the improvement of his plantation, in the purchase of improved implements of agriculture &c.; it is unproductive when he wastes his substance in riotous living. It is thus, also, with nations. The consumption is productive, when the money borrowed is spent in making roads and canals, where they are useful in replenishing the earth and subduing it; it is unproductive when the money is wasted in foreign wars, or in useless magnificence. It is then that a public debt is a curse.

North Carolina has, moreover, in her swamp lands, a resource which, if judiciously managed, will give her a fund amply sufficient for all her wants. There are 1,500,000 acres of swamp lands belonging to the State, which, if drained, are worth from 20 to 50 dollars per acre. It is perfectly well known to many Eastern Senators, that the best lands in their country are the reclaimed swamps. These swamps comprise lands of enduring fertility, and well adapted to most kinds of productions.

It has been frequently asked, if so, why have not individuals reclaimed them? The reason is perfectly satisfactory to all those acquainted with that country; to drain such large bodies of land, was an enterprise vastly beyond the means of any individual.

The committee, for the above reasons, strongly urge upon the Senate the advantage of adopting the fifth resolution. It offers the only practicable mode of attaining our objects, a mode to which there exists but few objections, and those principally confined to the time and over-cautions.

(W. B. SHEPARD, Ck.)

RESOLUTIONS.

I. Resolved, That it is expedient that the State guarantee a loan to be effected by the Raleigh and Gaston rail road Company, to the amount of \$500,000.

II. Resolved, That the committee on Internal Improvement be instructed to report a bill authorizing a subscription, on the part of the State, of four fifths of the capital stock of the Fayetteville and Yadkin Rail Road company, provided the remainder of the stock be taken by individuals, and the capital of said company does not exceed two millions of dollars.

III. Resolved, That the committee on Internal Improvements be instructed to report a bill authorizing the subscription, by the State, of three fifths of the capital stock of the Roanoke Inlet company, provided 4 individuals take the remaining two fifths, and the capital stock of said company does not exceed \$1,250,000.

IV. Resolved, That \$150,000, the balance due of the State's subscription to the Raleigh and Wilmington Rail Road, ought to be advanced immediately; and that a survey for a McAdamized turnpike road from Raleigh to Greensboro, via Hillsborough, be ordered.

V. Resolved, That it is proper that \$3,000,000 be borrowed by the State to carry the above objects into execution, and that a bill be reported for that purpose by the committee on Internal Improvements.