

CAROLINA GAZETTE.

Enlightened public opinion is, next to religion, the great conservator of virtue and propriety.—Gaston.

BY JOHN GRAY BYNUM

RUTHERFORDTON, N. C. THURSDAY, AUGUST 11, 1836.

VOL. I. NO. 23.

TERMS OF PUBLICATION.
 The price of this paper is THREE DOLLARS, if payment is delayed till the expiration of three months.
 No paper will be discontinued until all arrearages are paid, unless at the discretion of the Editor.
 Subscriptions received for one year; and a failure to notify the Editor to discontinue at the end of the year, will be considered as a new engagement.

TERMS OF ADVERTISING.
 Advertisements will be conspicuously and correctly inserted, at 50 cents per square for the first insertion, and 37 cents for each continuance; but, where an advertisement is ordered to go in only twice, 50 cents will be charged for each insertion. If ordered for one insertion only, \$1 will in all cases be charged.
 Persons who desire to engage by the year will be accommodated by a reasonable deduction from the above charges for transient custom.
 All communications must be post paid.

LIST OF LETTERS
 REMAINING IN THE Post Office at Rutherfordton, N. C., which, if not taken out by the 1st of October, will be returned to the Gen. Post Office, as dead letters.

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|--------------------|-----------------------|
| ANDREWS Samuel | Justice Jas. & John |
| Alford Thomas | Jones Samuel |
| Burnett Eldridge | Littjohn Tillmon |
| Beardsley James | Lyle A. |
| Barnes James | Logan M. James |
| Barnes Claburn | Lewis M. G. Messers |
| Barnes William | Melton William |
| Barnes John | Moore John |
| Beatty Martin | Morris John |
| Collins John | Moore James |
| Coy John | Morrow James |
| Collins Isaac | M'Bryer W. James |
| Cochran Henry | Metcalf H. Andrew |
| Curry Bailey | Morris Samuel |
| Cornish George | M'Call Wm |
| Cornish William | Mayhew William |
| Dixon Thomas | Meace Washington |
| Davis Jacob | Prater Thomas |
| Erwin C. Nancy | Prather Amos |
| Gibson Jane | Price James |
| Guffey John | Phillips John |
| Goods Abraham | Padgett John |
| Gray L. James | Roberts Samuel |
| Hardin Martin | Rail John |
| Hill Della Miss. | Sebastian Elisha |
| Hambelin Charles | Searey Hiram |
| Hains Wilkinson | Settle Joseph |
| Harrison John | Sheriff of Rutherford |
| Hale Benjamin | Sherill contractor |
| Humphreys David | Sperling Fanny |
| Halford Thomas | Smith Laburn |
| Hamilton Mary Mrs. | Taylor Absalom |
| Holbert John | Terrill L. James |
| Hewson Wm. & Geo. | Toms Radoey |
| Heiser William | Wilson Sophia |
| Hill Charles | Willis P. Kemp |
| Hamont Jonathan | Wall Amos |
| Hill William | Wallis Synad |
| Kilpatrick H. Wm. | Wilkins Zacariah |
| John Zacariah | Worely Ladson |

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CASH FOR BEEVES.
 THE subscriber will pay the most liberal prices in cash, for beef cattle, in lots of from 10 to 30, delivered at Brindleton, Burke county, from now till the 1st of December. Persons having such lots for sale, would do well to call before they dispose of them, as they will be certain of a sale on liberal terms.
 D. E. A. McCLURE, 1831st Nov.
 Brindleton, N. C., 15, July 1836.

State of North Carolina, Buncombe County.
 Court of Equity Spring Term, 1836.
 Jacob Merrill vs. A. J. Merrill.
 Bill for discovery and relief.
 It appearing to the satisfaction of the Court that Andrew Merrill, one of the above named defendants, is an inhabitant of another State, and without the jurisdiction of this court: It was therefore ordered that publication be made for six weeks in the "Carolina Gazette" notifying the said Andrew Merrill, to be and appear before the court of Equity to be holden for Buncombe county at the court-house in Asheville, on the fourth Monday after the fourth Monday in September, and there to plead answer or demur, otherwise judgment pro confesso, will be rendered against him and the bill set for hearing as to him.
 Test, E. H. McCLURE, C. M. E.

State of North Carolina, Buncombe County.
 Court of Equity, Spring Term, 1836.
 Daniel Welsh, et al. vs. Geo. Cato et al.
 Bill for sale and distribution of real estate.
 It appearing to the satisfaction of the court, that Geo. Cato, and his wife Nancy, Daniel Druddy and wife Kessiah, Jesse Knighton, and the heirs of Betsy Knighton, married to Barwell Richardson, Samuel Smart and wife Susanah and Joseph Knighton, are not inhabitants of this State, and that they reside without the jurisdiction of this court: It is therefore ordered that publication be made for six weeks in the "Carolina Gazette" notifying the above named defendants to be and appear at a court of Equity to be holden for the county of Buncombe at the court-house in Asheville, on the 4th Monday after the 4th Monday in September next, and then to plead answer or demur, otherwise judgment pro confesso will be rendered against them, and this cause set for hearing ex parte as to them.
 Test, E. H. McCLURE, C. M. E.

State of North Carolina, Haywood County.
 Superior Court of Law, Spring Term A. D. 1836.
 Eliza Murray vs. James W. Murray.
 Petition Alimony.
 In this case it appearing to the satisfaction of the Court that the Defendant James W. Murray is not an inhabitant, but resides without the limits of this State, It is therefore ordered that Publication be made for three successive Months in the North Carolina Standard and Carolina Gazette that the said Defendant appear at the next term of said Court to be holden for Haywood County on the third Monday after the fourth Monday of September next, and then to plead answer or demur to the Petition filed against him by Eliza Murray aforesaid or the name will be taken Pro Confesso, and set for hearing ex parte.
 WM. JOHNSON, CLK.
 12-3m.

TO MAJ. GEN. MEMUCAN HUNT, of the Texas Army.
 M'Minville, 14th July 1836.
 We are indebted to the politeness of Dr. Young, for the following Correspondence, which has been handed to us for publication:

Sir: I have taken the liberty to avail myself of your short stay in our village, to answer the request of many of my friends here and elsewhere, (who are desirous to embark their fortunes in the cause of Texas, and if necessary to participate in any future struggle which might be required to ensure success to her glorious cause,) to employ such means as may be in my power, touching the present posture of affairs in Texas. Being fully apprised of the intimate as well as highly honorable relation you bear to that country I have to request you to give me such views and opinions as you may entertain in relation to the intention of Mexico to renew hostilities against Texas—and should it so result, that new difficulties will ensue, upon what terms & conditions, & under what provisions will States be received into the service of Texas?—Could not the leaders (the choice of such Associations) have some assurance before leaving the United States, that they would be entitled to commands according to the usual regulations of military grades in this country? There are many anxious to Emigrate to Texas, who cannot do so for want of pecuniary resources: Could there be means provided for their transportation? They would be fond to be, not only valuable, but highly available citizens.

With high consideration and Respect, your ob't Servant,
 JOHN S. YOUNG.

M'Minville, Tenn. July 14th, 1836.
 Dear Sir: I have this day received your communication, which you have been pleased to honor me with, inquiring concerning the present situation and future prospects of Texas—which I hasten to answer. I am now on my return from that country to North Carolina, and having but recently held frequent intercourse with the President and Cabinet of the Republic of Texas, I flatter myself that I will at least, be able to answer your inquiries satisfactorily, if not fully.

When I left Valasco, the place at which the government of Texas is now situated, the President and Cabinet were held in suspense, awaiting the action of the Mexican government upon the Treaty which had been agreed upon by the government of Texas and General Santa Anna, which Treaty provided for the recognition of the Independence of Texas on the part of Mexico, and which if ratified, would have ended the war. Since my return to the United States, I have seen from the public Journals, that the Congress of Mexico is determined not to ratify the Treaty alluded to, but will abandon Santa Anna to his fate—also, I have seen a proclamation issued by the Vice President of Mexico; calling for 15,000 soldiers, to march against Texas; in addition to this, a declaration of Gen. Urrea, Commander in-Chief, has recently been published, in which he expresses his firm determination to prosecute the war with rigor against Texas, so soon as he is directed by Congress to proceed. These facts abundantly satisfy me that the government of Mexico will continue the war until it is more fully satisfied that it cannot succeed in enslaving the country; which fact I cannot doubt it will ere long learn. The Government of Texas informed me that so soon as it ascertained that Mexico would not ratify the Treaty agreed upon, they would make immediate preparation for another campaign, and to this end; bestowed upon me the commission of Major General, and requested me to hold myself in readiness to return promptly to that country, with such persons as might wish to emigrate with me, and made assurances that they would give me the earliest information possible, concerning their public intentions; and I am well assured that the President, upon learning the news above alluded to, will order me forthwith to proceed.

In answer to your inquiry, concerning the condition &c. upon which emigrants will be received by the Government of Texas, I am able to say to you, that they are by the ordinance of the late convention, entitled to the same compensation that the soldiers of the Army of the United States are allowed—together with a bounty of 1280 acres of land to each private who enlists during the war, and serves twelve months, and a proportionate bounty at this rate for a less or greater length of time. This regulation is subject to the future action of the Congress of Texas, which will doubtless continue the same rule. It is my impression that soldiers claims have the preference in their location to all others. So far as it regards the inquiry which you make concerning the command of such emigrants as may enter the army in Texas, I can inform you that I have full power conferred upon me by the Government of Texas, to raise at least 2500 emigrants, and I have its pledge on record, to confirm every appointment which I may make in my division, unless agreeably to the army regulations of the United States, he or they would be unqualified to hold a similar office under this Government. This will ensure every gentleman

I expect to find orders from the Government of Texas upon my arrival in North Carolina directing me to hasten to that country with such persons as are willing to accompany me and from the anxiety evinced in the United States I expect to be accompanied by at least 2500 men. J. Pinckney Henderson of North Carolina, will command the first Brigade, in my division. This gentleman or myself will immediately upon the receipt of the order of the Government, repair to this section of the State, and with the assistance of James T. Dunlap, of Paris Ten. who will be an officer in my staff, superintend the raising and associating of emigrants. There will be no difficulty in procuring the funds necessary to pay the expenses of the persons emigrating to Texas in as much as the people of the U. States, feel so deeply concerned for the success of the cause of Texas that they doubtless will on this as they have on all similar occasions, contribute liberally to the cause of Liberty, if however any additional contribution is necessary, Gen. Henderson and myself are determined and have it in our power to furnish whatever may be wanting. The Government have commissioners now in the field for the purpose of obtaining volunteers for the war.

When I left Texas, all things were quiet. During my stay in that country, some small disturbance had occurred concerning the disposition of Gen'l Santa Anna, which was readily settled on the part of the President and Cabinet by complying with the petitions of the citizens and army of Texas; and resolving to detain him as a prisoner to be disposed of as may in future seem best suited to the character and interest of Texas, I will as soon as I learn the intention of the Government of Texas, concerning the war, communicate it to such gentlemen as have expressed their wish to me to raise emigrants, in the mean time, should any other person wish to embark in the cause with me, they can communicate such intention to me at Oxford, or to Gen'l Henderson at Lincoln North Carolina, which will be promptly attended to.

I am with great respect sir, your obedient servant
 MEMUCAN HUNT.
 Major General of the Texas Army.
 To Dr. John S. Young present.

REPORT
 Of the South Carolina Commissioners to the Knoxville Convention.

The Commissioners appointed by the Legislature of South Carolina, to make an examination and survey of the country between the Ohio river and the city of Charleston, "for the purpose of ascertaining the best practicable route for a Rail Road"—have the honor to submit to the Convention now assembled at Knoxville, such information as they have been able to obtain. Aware that this Convention would be composed of Delegates from all those portions of country most deeply interested in the proposed road, and that it would embrace such a combination of talent, character and information, as would enable its members to exert a powerful influence over the public mind, in reference to this great work, the undersigned have not hesitated to regulate their proceedings with a view to submit the results to this assembly. The Commissioners, have accordingly, repaired to Knoxville to meet the Convention, and have also directed their several Brigades of Engineers to assemble here, for the purpose of concentrating all the information they may have procured, to be laid before you.

In giving a brief history of our proceedings, we feel that it is due to ourselves, as well as to the Engineers, who have been industriously employed in making the explorations and surveys—to state, that we have been greatly embarrassed in our operations, by the shortness of the time which has been allowed us, and the extraordinary inclemency of the weather. Finding it impossible, under these circumstances, to do more than to make an examination and survey of a portion of the designated route, we did not hesitate to direct our attention exclusively to that section of country which presented the greatest difficulties—embracing the Mountain range—extending from the foot of the Blue Ridge east, to the Western base of the Cumberland mountain—believing that if this portion of the route should be found to be practicable, the country below these lines—and extending on one side to the Atlantic, and on the other to the Ohio—might be safely assumed to be so.

It will doubtless be recollected by the Convention, that at the public meeting held at Cincinnati, in August last, it was proposed to connect that City with Charleston, by a Rail Road, and an able report was published, shewing the practicability of the scheme, and the great advantages that would result from its accomplishment. A printed copy of these proceedings having been transmitted to Charleston, the liveliest interest was excited among her citizens, who had looked to such a connection with the West, as an event great to be desired. It was peculiarly acceptable to them, that the proposition should have come from the quarter whence it now emanated, and they felt it to be their duty to respond to the appeal thus made by Ohio, in a spirit which should leave no doubt of the disposition of S. Carolina, to unite most cordially with their western brethren in bringing about so desirable a re-

zealous co-operation in the great work. In fulfillment of this pledge the city council immediately appropriated 5000 dollars out of the city treasury, and put the same at the disposal of a committee, charged with "causing such explorations or surveys to be made, as may be deemed necessary, in order to determine the practicability, cost, and proper route of the proposed road."—This committee acting in conjunction with a similar committee appointed in Columbia, the Capitol of the State—took the promptest measures to carry into effect the views of their fellow citizens. It was accordingly determined to apply to the Legislatures of the States through which a road from Charleston to Cincinnati must necessarily pass, for a CHARTER—and for such appropriations as might cover the expenses of the surveys. In the mean time, and in order to afford to the Legislatures of those States such information as might induce them to comply with these requests, a Board of Engineers was constituted—consisting of Cols. Gadsden and Brisbane and Mr. Holmes—gentlemen eminently qualified for the task—who were charged in behalf of the citizens of Charleston, with making an exploration of several passes through the Blue Ridge, and across the inter-

direction of the proposed road from Cincinnati to Charleston, so as to lay their report before the Legislature of South Carolina, at their annual meeting in December. Agents were also appointed to attend the Legislatures of North Carolina, Tennessee and Kentucky, to make such explanations as might be required, and if possible to obtain charters from each of the said States, identical in all their provisions. In the prosecution of the duties thus imposed upon them, Col. Gadsden and his party entered, promptly and zealously upon the exploration required, and embodied in a luminous report the result of their examinations, the substance of which was communicated in due season to the Legislatures of the several States interested therein. From this report, which will be found to contain a mass of valuable information, such extracts are hereto annexed, as bear more immediately on the questions now before the Convention. Our agents who attended the Legislature of North Carolina, Tennessee and Kentucky, succeeded in obtaining charters from those States; but as the charters in the two latter States vary in several particulars from those passed by North and South Carolina, it has been deemed advisable to cause the original charter as passed by South Carolina, to be printed, with the several amendments made thereto by the other States, so that the Convention may be able to decide whether any alterations have been made therein, or any restriction or limitations imposed, which may render further amendments necessary.

The Legislature of South Carolina in addition to the charter above mentioned, also passed an act to cause surveys to be made for a Rail Road between Cincinnati and Charleston, appropriated \$10,000 for that purpose, and appointed the undersigned Commissioners to carry the same into effect. This act contemplated the passage of similar acts by the Legislatures of North Carolina, Tennessee and Kentucky, and accordingly directed the South Carolina Commissioners to unite with those of the said States in causing the proper surveys to be made. In consequence, however, of the failure of those States to pass such acts, the undersigned have been compelled to assume the whole duty, which was intended to have been performed in conjunction with the Commissioners of the other States. If Commissioners had been appointed, and appropriations made by these States, surveys might have been commenced simultaneously in North Carolina, South Carolina, Tennessee and Kentucky, and the Convention might thus have been put in possession of an actual survey of the whole route.—Necessarily restricted in our operations, we have made, however, the utmost possible exertion to put the Convention in possession of such information as may enable them to act efficiently on this subject. On an application made to the Secretary of War, that officer was pleased to suffer Capt. W. G. Williams of the Topographical Engineers, Lieuts. Drayton, White and Reed, of the army, and Mr. G. F. Featherstonehaugh, of the Civil Engineers, to enter into the service of the Commissioners for the purpose of making under their direction, the above mentioned surveys.—These gentlemen being organized into two Brigades, under the orders of Capt. Williams, have been engaged since the middle of April last, in surveying the passes leading from the head waters of the Broad and Saluda Rivers in South Carolina, across the Blue Ridge, into the valley of the French Broad River, and from thence down that valley to a point from whence a suitable route for a Rail Road could be marked out, across the Cumberland mountain into Kentucky.—The Commissioners felt themselves restrained by the shortness of the time, and the small amount of the appropriation, from extending their surveys further than to the several passes leading into the valley of the French Broad River, a restriction to which they were the more reconciled from the fact that any route to the North or South of that valley, would trespass upon the territory of Virginia or Georgia, from neither of which States have charters been obtained. It cannot be doubted that there is no route within the limits of the existing charter, by which a

Rail Road can be carried across the Blue Ridge, that does not pass along the valley of the French Broad River, and the Commissioners, by far, the best channel of communication, between the Ohio River and the Atlantic Ocean. This opinion is founded upon some personal observation, extensive enquiries, and explorations and surveys of the several routes which have been suggested. Public attention having been several times called to a route extending from the Linville mountain in North Carolina through Virginia across the Moccasin Gap to the Ohio, by the valley of the Licking or big Sandy Rivers in Kentucky—Mr. Holmes was despatched in November last by the Charleston Committee to examine that route, and from the information obtained by him, as well as from an actual survey made by Col. Long, of the U. S. Topographical Engineers in 1831, the Engineers unanimously pronounced that route to be inadmissible. From a careful exploration made by Capt. Williams, of the whole mountain range within the limits of South Carolina there does not appear in the opinion of that officer to be any practicable route for a Rail Road south of the Saluda mountain. A route, however, has been suggested, across the Rabun Gap in Georgia, which the Governor of that State has been directed by their Legislature to

have also been employed in making a line from Athens across that Gap. For the reasons above mentioned, the Commissioners did not feel themselves called upon to survey any route not embraced within the lines covered by their charter, and even if not restrained by this consideration had neither time nor means to extend their surveys beyond the limits of their own State, and a line drawn from thence across the Cumberland mountain by the valley of the French Broad, and looking to the connection of Cincinnati and Louisville with Charleston. In consequence however, of the surveys directed by Georgia of the Gap through Rabun, they deemed it advisable to obtain all the information on the subject in their power. With this view, Col. Brisbane and Richard W. Colcock, Esq. have been recently sent to make a survey of that part of Pickens District, in South Carolina, adjoining Rabun county, in Georgia, with instructions to pass by the Rabun Gap, down the valley of the Little Tennessee, to some point below the Smoky Mountains, and from thence to Knoxville, where it is expected that they will arrive in a few days.

The report of Capt. Williams, with the surveys made by the two Brigades of Engineers, under his orders, will be laid before the Convention so soon as the same can be prepared, and will afford all the additional information on this subject, which it will be in the power of the Commissioners to afford. It will be for the Convention to determine, on full deliberation, after all the necessary information shall have been laid before them, whether a practicable route for a Rail Road has been found from the Ohio River to the Atlantic Ocean, to connect Louisville and Cincinnati with Charleston? whether such a work can be constructed at a reasonable expense? whether the advantages to arise from it will justify the efforts necessary for its execution? and, finally, what are the proper means to be adopted for combining the resources of all the States interested therein, in one SIMULTANEOUS AND MIGHTY EFFORT for its speedy accomplishment. In an undertaking of such vast magnitude, intended to constitute a connecting link between six or eight States, it will be utterly vain and idle to expect success, unless the great work be entered upon in a spirit corresponding with the grandeur of the enterprise.

Animated by such a spirit, this Convention may give an impulse to this work—certainly one of the noblest which has been projected in modern times—that may ensure its success. The commissioners will most cordially cooperate with the Convention in all measures calculated to advance the great object which has brought us together, and for this purpose will be ready to afford such information as may be required of them.

ROBERT Y. HAYNE, } Commissioners
 A. BLANDING, } on the
 PATRICK NOBLE, } Louisville, Cin-
 THOMAS SMITH, } cinnati and
 THOS. F. JONES, } Charleston
 C. EDMONSTON, } Rail Road.
 Knoxville, July 5, 1836.

ANOTHER CALL FROM GEN. GAINES FOR VOLUNTEERS.

By Gen E. P. Gaines' letter before published, it is called on Gov. Cannon for one Regiment of mounted Genesee. The call presents an opportunity to the citizens of our town and county, to show to the world, that here, at least, the days of chivalry are not gone; and that when their country calls, it will be answered by our going with an alacrity worthy of the high character of Tennessee. Now is the hour, ye chivalrous spirits of Madison county. There is no mistake this time—your favorite, Gen. Gaines, calls on you—it is the service you prefer—the theatre of operations has the eyes of the world upon it—honor, distinction, immortal fame, are to be won on this field. Let it not be said, that Madison County failed to answer a call when there was no mistake about going.
 HEAD QUARTERS, WESTERN DEP'T.,
 Camp Sabine, June 23, 1836.
 MR. DEAR GENERAL:
 The chivalry of Mexico are flying to the