

Communication.

FOR THE RALEIGH REGISTER.
No. 11.

Among the difficulties likely to embarrass us in regard to the projected Railroad, is the adoption of Newbern as its commencement point, united with Beaufort as a sea port town. This part of the subject may still appear obscure, and encumbered with perplexity and misgiving apprehension. To both of these places we are but little accustomed to look for opportunities of market. Were we to construct a Railroad for the conveyance of our productions there, how shall we be sure, it may be asked, that we shall not be disappointed at last, and that they will be discovered not to answer our purpose? Might it not prove after all, that a better market would be offered elsewhere, and then with all our expenditure and trouble, we should fail of our object.

Let us then take up this part of the subject once more, and though we have already more than once adverted to it, let us look at it anew, to see whether the uncertainties hanging upon this part of the plan, ought not at once to sink it out of sight. In the review here proposed, it will not seem strange, it will follow of course, that some reflections will reappear which have been before presented; that the whole merits of this important question may be at once before us.

1. Beaufort is situated immediately on the ocean. It is well known to have an excellent harbor and inlet. These are fitted to vessels of 250 to 300 tons burden. Every visiter of that place who is conversant with seaport towns and maritime affairs, is apt to be deeply impressed with these facts. The report of our former Engineer, who carefully and minutely examined them, has been already adduced, and need not be repeated. In confirmation of it, is an opinion which seems to have settled deeply into the minds of our commissioners. This opinion is of the greater weight, as it was probably obtruded upon them by actual observation of the circumstances. "The Board cannot overlook the decided advantages, which the inlet at Beaufort has over that at Ocracoke, and the favorable opportunity which it seems to offer, of concentrating eventually at one place, all the trade of the richest section of the State." Should the selection of this, which has marked these numbers, and the preference given to it as a mart of trade, be thought by any one so novel, capricious and strange, he may rest assured that the advantages of Beaufort as a seaport, are no new theme among men of practical knowledge and judgment in maritime affairs. Shipbuilding is a business which has been long carried on there, for other parts of the world. Seaborn vessels of the size and lading often repeated, can leave and return to it in a direct commerce with both sides of the Atlantic. If any one will turn his eye upon the map of our coast, he will see that while a northeast wind would drive a vessel approaching other inlets inevitably upon the breakers, an opportunity is here given by the tending of the coast, to wear and escape to sea. A southwest wind carries directly into port. Beaufort is more healthy than any other seaport town south of the Chesapeake. The knowledge of it as a port and inlet is of 105 years standing. In all that time it has been subject to none of the shifting & protean changes incident to other inlets on our coast. Here and here alone appears to have been stability. With respect to Ocracoke, who does not know that sandbanks stretch themselves directly across the front of it. So mazy is the passage in winds beyond a certain degree of force, that none can be favorable for every part of the channel. A storm of some violence blowing directly on the coast, instead of carrying into port, is certain destruction. But after effecting a passage through the inlet, no harbor is there, but the vessel must lie incircled, with danger, by lightning, it ceases to draw more than six or seven feet of water. The issue is precarious, but one thing is certain, that there must be expense both of time and money. The whole of this must fall upon the consumer and producer in the interior country, for the market of other parts of the world will neither rise nor fall to share in the least particle of it.

From Newbern to Ocracoke Inlet is 75 miles, first down the Neuse, and then across the end of Pamlico Sound. Leaving Newbern for the Inlet, we arrive at the mouth of Clubfoot creek 22 miles down the river. This creek therefore empties into the river at the distance of 53 miles above the Inlet. The creek heads towards Beaufort, both of them being toward the south from the Neuse and the Sound. As the Clubfoot runs north into the Neuse, Harlow creek runs south into an expanse of water west of Beaufort, and the two creeks originating near to one another, are connected by the Canal, which takes its name from them. The Neuse, through the distance of 22 miles from Newbern to the mouth of Clubfoot, has not acquired any great breadth, and it is there 20 miles at least above the waters of the Pamlico. The passage from Newbern to Beaufort is more direct by water there by land, and as it leaves on the navigation of the wider part of the river towards its mouth, and has nothing to do with the Pamlico, it is unexposed to any of the perplexities that occur in that Sound, or the Swashes, or Ocracoke Inlet. As the distance between Newbern and Beaufort is but 36 miles, it would be easy and regularly completed by a steamboat in four hours. Steamboats also passing from any of the waters of Pamlico and a remarkable by the Harlow Canal to Beaufort, are wholly exempt from the Swashes and the Inlet.

As soon as this prompt, safe, and easy intercourse should be thrown open to the harbor at Beaufort, can it be supposed that any owner would subject his vessel to the embarrassments and expenses of lightering between the swashes and the inlet, as well as to the danger of remaining there not on-

til the completion of this, but afterwards till the precise wind should blow, necessary for his escape from the shoals & swamps that are sullenly waiting some sudden gust or squall to engulf the vessel, its mariners and all its contents, into their inextricable beds of liquid sand and mud. The advantages which recommend Beaufort to our choice, by its haven, its inlet, and its accessible situation, have not only been confirmed by men of practical observation and skill in the course of its history, but they must be conspicuous to all who will direct an intent and comprehensive eye upon their merits.

2. Another circumstance which specially designates Beaufort as a favorite port, and urges us to the adoption of it, provided it has other necessary attributes within itself, is its situation in respect to the northern and southern limits of the State. The whole extent of our coast, in a line ranging on the outside of the shoals, is 113 miles. Beaufort is 26 miles south of the middle point. This we shall all admit to be a happy circumstance, when it falls in with others still more essential. The direction in which it deviates from the centre being toward the South, fortuitously concurs with what we could on other accounts wish, for the Sounds and all their branching channels facilitate communication with the northern part.

3. Beaufort, while it is our best port, is contiguous and accessible upon the best terms and by the very easiest means of transportation to a large, populous, and valuable portion of our State. This is a circumstance so remarkable, that it deserves to be more fully and distinctly considered. All that is wanted to accommodate the commerce of at least 22 counties seated upon that vast amphitheatre of waters which nature has created for us, is to double the breadth and depth of the Harlow Canal. If we are peculiarly unhappy in the external dangers of our coast, it must be admitted that its internal navigation is no less singularly favoured. Here is a vast sheet of navigable surface protected from the ocean with its storms & conflicting surges, by a continual barrier, pronouncing as by the determination of Him who created it, "Hitherto shall thou come and no further, and here shall thy proud waves be stayed." The dangers & difficulties of traversing these sounds with sails, are superceded by the efficiency of steam, which eludes peril by its rapidity, or penetrates and overpowers it by its force. In such waters it secures ascendancy over winds and currents. These expanses are so extensive, and the passages from the sea so few and contracted, that the effect of the ocean tides, and of the river currents is almost annihilated, in consequence of the vast scope allowed to the spreading waters notwithstanding the rapidity of their entrance or discharge. Their elevation or depression is effected much more by winds than by tides or rivers. If we consider the extent of these sounds then, the nature of their navigation, their security from the ocean, and the vast population to which they furnish a quick and safe communication with Beaufort, is there any extravagance in the imagination that they seem to be extending both their hands before our view, and that while one is pointing us to the place, the other is lifted on high, with steadfast, and determined suffrage in its behalf, as our best haven on the sea, and the proper mart for our trade from the interior of the State?

In a commerce with the world, there are certain articles of essential value, and extensive demand, in the production and profits of which few can participate and contend with us. This exclusion in favour of ourselves and of others similarly situated, is imposed by nature, and is invincible. Among such as are most important, and eminently of this description, is the pine with its productions in their various forms. Beside these are cotton and tobacco, with all that is peculiar to our southern latitude. A transportation that costs little or nothing is provided for all these articles from a large portion of our State, simply by doubling the breadth and depth of the Canal between the Neuse and Beaufort. If this were done what is to prevent us from engaging with fair competition, in supplying these materials to other countries, which must be dependent for them upon such as our own. But this measure is not limited in its effects to these articles only. The privilege of the cheapest and safest conveyance is extended in common to every import and export.

Remarks have already been made in a former number, on that part of our trade which is diverted into Virginia by the Elizabeth Canal. To such as apprehend that this cannot be prevented, it is perhaps but little known, how small are the prospects that Norfolk, can ever flourish as a commercial place. Let inquiry be directed if necessary upon this subject, and it will assuredly reveal to us, the conviction of our own merchants and inhabitants, that the hopes once entertained of it are never to be realized. The commerce of Southern Virginia, to which it once looked for aggrandizement, is intercepted and cut off by Richmond and Petersburg. It is true that ships and seaboard vessels, cannot ascend the river to lie at these places, but they can approach them. The productions of the upper country must stop there for further transportation down the river. It is evidently no object to send the small craft in which they must first be placed, the whole distance to Norfolk. It can properly have nothing to do with them, since their purpose is to discharge their loads into ships for sea, at the highest point to which these can ascend. Could seaboard vessels pass no higher than Norfolk, the case would be different. The productions of the country must then necessarily be carried to that port, and ships must await them there. With Beaufort it is otherwise. No vessel from sea can pass further than its harbour, and to this must all goods be brought from the interior country for the safest and cheapest exportation

These observations have been enlarged to show the superiority which can be given to Beaufort in the prospects of a market to any part of our State. So fully convinced are the people of Norfolk of the truths here exposed, that their half expiring hopes now rely, not upon the trade that is to come to them down James river, but upon that which they can secure by expanding the Elizabeth Canal into the waters of Pamlico Sound. In this enterprise they are now exerting their toils, and applying their funds. When it shall be finished, it is impossible to foretell to what extent they may fatten upon it, or be able to offer the advantages of a market. But by directing all the channels of our commerce upon Beaufort, it shall be enlarged into a seat of extensive capital and active business, its greater resources derived from every part of our State, must ensure its ascendancy, and make it a preferable market to the remotest population of our Sounds and their navigable waters. This it is in the power of North-Carolina without difficulty to accomplish. It is for herself to decide whether it shall be done.

4. After having considered the merits of Beaufort as a seaport, as connected by nature with a very large and important portion of our State upon terms of the best possible communication in steamboats upon Sounds and Rivers, with the exception only of a Canal still to be widened and deepened through a distance of miles, we are naturally called upon in the next place, to see how this will agree with the best and cheapest provision which can be made for the whole interior part of the State. If Beaufort is to be chosen and to become a subject of exertion and expenditure only for the 22 or 25 counties that lie upon the waters connected with it, it is after all only a partial measure, and will not afford relief to the far greater proportion of our population which comes not within its scope. As Beaufort is in the middle point of our sea coast, Newbern and Raleigh are in a line drawn from it through the middle of the State. To Newbern then our eye is first directed as a starting point from which are to commence the means still to be provided for internal commerce. Newbern is one of our oldest and most important towns. It was early chosen as an eligible seat of commerce, between the Neuse and Trent, promising to concentrate the trade of a large portion of the country, and certainly most convenient to Ocracoke Inlet. Had this inlet been deep enough for the largest ships, and not beset by the shoals both without and within, it would not have disappointed the hopes of its first settlers. It would long ago have been a place of flourishing and comprehensive commerce. That which it would have been, but for the obstructions at Ocracoke, if may now be made by a sufficiently open communication with Beaufort. Both of these places are at once relieved by the same means which give relief to either. The prosperity of both has been impeded and ruined by the very same obstacles.

It may be asked, as indeed it has been, Why not begin the Railroad at once at Beaufort? Why break the continuity of conveyance to the seaport by stopping at Newbern, and changing landcarriage to that upon water through the remainder of the distance? To this it is answered, that between the two places by land it is 40 miles. It may possibly be shortened but not much, on account of the nature of the ground, and the intervening swamps and waters. By the Neuse and the Canal it would seem, the distance is only 36. A Railroad of 40 miles must cost a hundred thousand dollars, and our object is the greatest economy both in time and money. Steamboats would be no expense to the State, and eager rivalry would reduce their services to the lowest price. The opening of the Canal, should it fall upon the State, would probably cost but eight thousand dollars, admitting a subscription to the same amount, and the toll of a single year would return the whole sum. Steamboats employed in this part of the trade, would have their decks constructed with two Railways, for the reception of the waggons arriving from the country. Thus provision can be made with 16 thousand dollars, to prevent the expenditure of a hundred thousand.

But might it not much better be asked, Why not commence steam navigation, higher up the Neuse than Newbern, and thus carry still further this saving of expense? How far this is practicable or preferable, it has not been easy to ascertain. It is one of those many momentous inquiries, to which it is for an engineer, to render a satisfactory answer. If 30 or 40 miles of length can be thus spared to the Railroad, it will be a vast interest gained to the State. It is the saving of 75 or 100 thousand dollars, for the river is in the proper course, and points directly to the Capital. It saves the Railroad fund of nearly if not entirely a year, and expedites its extension westward by the same time.

It is presumed it will now appear why the river Neuse has furnished a part of our commercial thoroughfare, and Newbern a point in it, in projecting such a plan as will best relieve the distresses of the people, and then carry forward with uncalculable rapidity their future prosperity. No sooner would such a transportation be opened; nay, no sooner would the Legislature sustained by the voice of the people place itself in the serious and majestic attitude of providing for it by law, and its construction be actually commenced, than Beaufort, Newbern, Raleigh would, unless the same causes produce different effects here, from all that has ever been known among men, begin to equip themselves for action, and swell into towns and cities of more interesting magnitude and life. As the work from year to year, should penetrate towards the west, every town and every county in that region would be sensible of new life, and accelerated growth in population and power. Other towns,

seats of manufactures and commerce and enterprise, would spring into existence, instead of the native forest, desolate farms, and deserted habitations. Are we not convinced from all that we ourselves know, that if it would cost us only 50 or at the utmost 75 cents a barrel, to carry our flour to New-York, or Bermuda, or Charleston, or even the West Indies, we should have an infinitely better chance than we now have to turn our produce into cash, in the few weeks that would be necessary to send to the most distant of these places? All men wish to make money. All the contests of men, in so open a market as this, would operate in favour of the farmer and the producer, in comparison with the market which we now have. We shall not hesitate to admit that the more extensively we can send abroad any article, without expense, the greater is our opportunity of making it profitable and instrumental in relieving our embarrassments and increasing our possessions.

5. Let us now consider the difficulty of which we first spoke in the introductory remarks of this number. It is apprehended perhaps that to make a Railroad in such circumstances, might turn out in the end like the unskillful project of building a mill, and then finding out that the water will not run to it. It is something like the contrary of this but equally fatal, were we to construct a Railroad, and then have no market at the end of it.

To enter into the merits of this difficulty, let it be asked, What is the cause why towns and cities are begun and grow into vast size in some places rather than in others? It is because from the situation of these places upon navigable waters, heretofore furnishing the speediest and cheapest conveyance, trade with all its profits naturally finds its way to them, and is concentrated upon them. It is for this reason that New-York, Charleston, Boston & New-Orleans, or any other City in the United States or elsewhere, have attained to all the opportunities and distinctions which they now enjoy. They owe all their prosperity to the rivers and harbors upon which they have grown up. By such facilities of transportation are collected in them continually both from within and without the productions of agriculture, manufactures, and the arts from different parts of the world. Had the site of a town been arbitrarily chosen in the midst of unwatered plains, could it have contended in cheapness of merchandise with others in these more favored situations? This none of us would imagine or believe. Admit that a navigable river should begin to flow from our mountains to Raleigh, to Newbern, & to Beaufort, does any one doubt that the last of these places with its present harbor and inlet would instantly become a resort of active and extensive trade? In three months it would abound with merchants and capital, and in a year or two it would be one of the distinguished marts in these United States. If a Canal were opened in a similar manner, on which all productions and merchandise could be conveyed to the same port, is there any uncertainty whether the same consequences would follow? If instead of a River or a Canal, we suppose a Railroad to be constructed on which could travel steam-carriages with 50 tons of goods 6 miles an hour, or 90 tons 4 miles an hour, at as little expense as if they were navigated upon a river, or with less than upon a Canal, is there any more room to doubt that Beaufort, the place of its termination, must become in as short a period, a place of trade where every thing could be bought and sold upon the best terms? Must it not appear that the conclusion is such as it is impossible to avoid? Our minds cannot misgive in resolving such a question.

Were a river in an unnavigable state, experience has long ago established that it is better to dig a Canal than to improve the river. But at present we may proclaim independence both on rivers and canals. Men can now make Railroads, where Rivers cannot flow, nor Canals be formed. This can be done with one fourth of the expense attendant on either, and yet answering all their purposes vastly better. If any one is not convinced of this, let him examine into the subject without delay. He will find that such an acquaintance with it as every man can easily acquire, will terminate in his full conviction of its truth.

CARLTON.

November 9.

General Assembly.

HOUSE OF COMMONS.

Monday, November 19, 1827.

The House was called to order by the Clerk, and the Members present having been qualified, proceeded to the election of its officers. The result will be found under the Raleigh head.

Tuesday, Nov. 20.

A message was received from the Senate informing this House of their organization proposing to appoint a joint select Committee to wait on the Governor and apprise him of the readiness of the two Houses to receive any communication which he may please to make. This Committee, consisting of Messrs. Newland and Gary of the House, and Messrs. Shober and Hawkins of the Senate, subsequently reported that his Excellency would send a communication to-morrow at 12 o'clock.

On motion of Mr. Glisson, a message was sent to the Senate and acceded to, proposing to ballot to-morrow for three Engrossing Clerks. The following gentlemen are in nomination, R. W. Goodman, W. B. Hodges, T. J. Davis, T. G. Stone, R. H. Helme, E. F. Lilly, W. S. Cowan, W. B. Troy, J. K. Campbell, H. W. Jasper, J. Ervine, J. Hill, and C. Covington. Messrs. Jones of Warren, Settle and Blount were appointed a Select Committee to report Rules of Order.

On Motion of Mr. Fisher, Resolved, That the House do hereby deplore the loss the public has sustained in the death of John Harwood, Esq. the long tried and faithful Treasurer of the State.

Resolved, As a token of the deep respect we feel, and the great affliction and veneration we have for the character and virtues of the deceased, that the Members of this House, with the Speaker at their head, attend his funeral in person at the hour of 3 o'clock this afternoon, and that we will wear crepe on the left arm during the season.

Resolved, That the House abstain from any further business during this day, and that a Committee of five members be appointed to join a like Committee on the part of the Senate, to confer with the family of the deceased and make suitable arrangements for the procession.

Messrs. Fisher, Moore, Scott, Donohue and Spruill, formed the Committee on the part of this House, and were joined by Messrs. Speight of Greene, Wilson, Love, Riddick and Jones of the Senate. They subsequently reported the following order of arrangement, to be observed in forming the procession:

Full Bearers. Messrs. Love, GRAY and RIDDICK, Family and Relations of the deceased, Rev'd. Clergy, Governor and Heads of Departments, Judicial Officers of the State, Speakers of the Senate & House of Commons, Committee of Arrangements, Members of the Senate and Clerks, Members of the House of Commons & Clerks, Officers of the Senate and House of Commons, Citizens and Strangers. Gen. Beverly Daniel was requested to act as Marshal.

Wednesday, Nov. 21.

The resignation of Alfred Ballard, Lieut. Colonel of the 6th Regiment of the militia of Rowan County was read and accepted.

Mr. Jones of the select joint Committee appointed to report Rules of Order for the Government of the two Houses submitted the resolution which was agreed to proposing the adoption of the same Rules drawn up for the use of the House in 1824.

The following message was received from His Excellency the Governor, by his private Secretary Mr. Campbell, and ordered to be printed for the use of the members.

MESSAGE.

To the Honorable the General Assembly of North-Carolina.

GENTLEMEN,—The revolution of another year has given birth to no sensible variation in our political institutions. Under their unimpaired and continued usefulness, you have again assembled together. The general health of our State, during this period, and the abundant character of our productions, are blessings flowing from the Author of "every good and perfect gift," which merit our grateful and unfeigned thanks.

This general aspect of prosperity is gloomily chequered with the pecuniary embarrassment, so prevalent in our country. The facility of borrowing money since the establishment of the Banks, an uncontrollable thirst of speculation, (which may be regarded as its natural consequence,) and the depressed state of our staple commodities, are assigned by some, as the causes of this effect. The peculiar situation of our commerce, which enables the adjoining States to become either the temporary or permanent receptacles of our circulating medium, attended with the vexatious and "losing concomitant of its being under the marketable value, and the more recent, tho' perhaps not less burdensome subject of the tariff, are causes assigned by others. The want of individual industry and economy have doubtless had an extensive influence. How far any or all of these causes come within Legislative control, and what remedy, if any, should be applied, can be decided by you alone. The alteration of the Tariff, contemplated by the "Woolens Bill," would, from late circumstances, seem to invite peculiar and prompt attention. In opposition to the proposed alteration, a highly respectable portion of the talent, learning and experience of an adjoining State has been exerted. So completely identified are our interests, situation and productions, that what is so interesting to them cannot surely be matter of indifference to us. And the dignity and interest of the State alike require that North-Carolina should not be silent.

To create and sustain within our own State, one or more commercial depots, which, through lines of easy, direct and cheap intercommunication, should connect the extremities of the country together, serving to keep the circulating medium, the very lifeblood of commerce, in a continually healthy flow throughout our own body politic, thereby destroying that injurious & unfortunate dependence upon our sister States; (one of the principal causes alluded to above,) has been the ardent wish and anxious desire of every enlightened friend of the State. In the prosecution of this subject, much has been attempted, much has been expended, and but little has hitherto been done. In the conflict between the prejudices naturally flowing from sectional feelings and the correct reason of the case, the energies of the State have been almost palsied and her attempts rendered comparatively abortive. The want of systematic arrangement, and the failure to select one or more points, combining the greatest variety of interests, upon which the accumulated energies of the State might have been thrown with irresistible effect, has been the source of almost total ruin to our system of Internal Improvements. With the information gained by an experience some what dearly purchased, and which must go far to destroy many of the theories previously adopted, we will be enabled to progress more successfully and successively. So you familiarly