

# RALEIGH REGISTER.

AND NORTH-CAROLINA GAZETTE.

"OURS ARE THE PLANS OF FAIR DELIGHTFUL PEACE, UNWAR'D BY PARTY RAGE, TO LIVE LIKE BROTHERS"

VOLUME XXXV.

TUESDAY, JULY 1, 1834.

NO. 34.

## The Register

PUBLISHED EVERY TUESDAY.

By Joseph Gales & Son.

### TERMS.

Three Dollars per annum; one half in advance. Those who do not either at the time of subscribing, or subsequently, give notice of their wish to have the Paper discontinued at the expiration of the year, will be presumed as desiring its continuance until countermanded.

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### DR. CALDWELL'S ADDRESS

TO THE ORANGE MEETING,  
Concluded.

By a statistical view which I have been particular in making out, it will appear that 27 counties of the State will be cut off to the West of a meridian through Raleigh. To all of these it is of the deepest interest that a railway should be constructed from Raleigh to the sea, for running locomotive engines daily, & with unflinching punctuality. The consequence is, that the productions of the country which are in Raleigh to-day, are in Beaufort to-morrow, ready for shipment to any part of the world. And goods, as well as persons, which are in Beaufort to-morrow, will be in Raleigh even in ten hours afterwards, ready for distribution and transmission into the higher parts of the State. Who does not see that Raleigh, in such circumstances, is converted all at once into little less than a seaport town, with the advantage of standing one hundred and forty miles nearer to us than the coast? Do we reflect sufficiently upon such a state of things? To pass through this space of three hundred and twenty miles at least, as the distance is at present, with wagon and horses, and to transact the business connected with such an expedition, would require for going and returning at least sixteen or twenty days, even were there no delay from weather, or waters, or other causes, while five and twenty wagon loads could be sent down, and the proceeds brought back, in only twenty-four hours during that whole period of sixteen or twenty days. On the Eastern side of the meridian of Raleigh, it will appear on examination, that there are twelve other counties, at least equally interested in such a railway, because it would either pass directly through them, or be intimately connected with their interests by contiguity. With these Western and Eastern counties, we may include two on the North, intersected by the meridian of Raleigh, namely Granville and Wake, as bound by ties of interest no less than the others. But on the South, three others, Cumberland, Bladen and Brunswick, likewise intersected by the same meridian, and Robeson also, even on the Western side of it, we shall admit to be less concerned in the construction of such a work; and we shall include them therefore among the counties to the East.

By a division of our counties thus marked out and understood, thirty-one of the whole number may be regarded as dependent upon such a commercial highway from the capital to the sea; and twenty-six to which it is of less consequence. This will furnish us a basis of calculation to determine the expense of the carrying trade of our State, and the stress with which a railway will press upon the different parts of our population. The number of people in the thirty-nine counties to which a railway is necessary, is 489,669. Admitting that the counties East of Raleigh are by no means connected with the work, which, however, upon correct principle, is not admissible, they amount to little more than one-third of the State. Their population is only 248,318. And what is the reason why the railway is not necessary to these? It is because nature has favored them with commercial opportunities already, by their nearness to the sea, or by navigable waters that empty into it.

And can we imagine that a portion of the population of our State, amounting to more than one-third, who have embarked their interests "for weal or for woe," in one common cause with us as a whole people, could or would say to the other two-thirds—We shall avail ourselves as we can of the immunities with which nature has beneficently crowned us. If she has withheld these privileges from you, you have nothing to expect from our assistance. We are under no obligations to lift any part of the load that presses you. Sustain it as you can. We possess already all that we ask. We deem ourselves not bound to share in any expense for your benefit. Look as you may to your own necessities and wants.

No, fellow-citizens, it is as utterly incredible as it would be unnatural. It would be in conflict with the plainest principles which link together all the people of a single State, that our countrymen should persevere to meet our representations and our claims with such cold and ungrateful rejection as this. Nature has equally and gratuitously placed them in

close proximity to the sea. She has blessed them with the only navigable waters within our territory. She has furnished them a prompt and easy passage through the distance, small as it is betwixt them and the ocean; and knowing as they do, these advantages, in all their eminence, we could not without wrong to their motives, too offensive to be imputed to a generous people, suspect them capable of a resistance to our reasonable claims of mutual relief.

It were easy to show, that the grand interests of all our Eastern counties, are most intimately bound up with those of the West, in the great work proposed; the railway that is to connect Raleigh with the sea. This would lead us too far off from our present object. It is to show, as nearly as we can arrive at the truth, the extent of our carrying trade, with a view to measure the immense losses we suffer every month and every year that now passes over our heads, conducted as this trade now is, and to set before us with conviction and in full display as possible, that national gain instantly consequent upon an appropriation by the people of two hundred thousand dollars of the funds now in their hands, to be united with three hundred thousand from private capitalists, for constructing a railway through all the level country that stretches nearly from Raleigh to the sea-coast.

It is already seen, that thirty-nine of our counties with their population of 489,669 are essentially interested in the carrying trade of which we speak. It will, probably, not be excessive to assume that these counties, one with another, send into the market, annually, at least one hundred wagons each, carrying in every wagon, at a trip, 3,000 pounds. To a little reflection, with time for inquiry, it is likely that many of the larger counties send three times that number; but it may be true, that others fall short of it. The whole number of wagons then, from thirty-nine counties, will carry into market every year, eleven millions seven hundred thousand pounds weight of marketable productions. Let the numbers be tried, and there is no mistake. We may, in all probability, safely assume, that these wagons import yearly through such a distance as from the sea-coast to the capital, one-fourth part of the same weight. This will make the freight returned amount to two millions nine hundred and twenty-five thousand pounds. These, added to the former, will be fourteen millions six hundred and twenty-five thousand pounds for the whole forward and backward transportation in a year. We shall now further suppose, that this carriage of productions and goods, cost one dollar per hundred, on an average, for the whole of the thirty-nine counties, situated as they may be, one with another, from the mountains to the ocean. Then the carrying trade for these thirty-nine counties, incurs an expense to them of one hundred and forty-six thousand two hundred and fifty dollars a year. We may, for brevity, be allowed to state, that our carrying trade alone, costs one hundred and fifty thousand dollars per annum. Let us now suppose, that on a railway from Raleigh to the sea, the price of transportation for one hundred weight is twenty-five cents, or one-fourth of its present cost. Upon this supposition (and there is nothing extravagant in it) three-fourths of the present expense of the carrying trade is saved to the thirty-nine counties. The amount of these three-fourths, is one hundred and twelve thousand five hundred dollars. And the carriage which now costs us one hundred and fifty thousand dollars, will, with the railway, cost us only thirty-seven thousand five hundred.

Let us now stop, once more, for a moment, Mr. Chairman, and reflect upon this. Such is the loss we are incurring every year of our lives, for want of the single work of which we speak. It is at least a clear loss of one hundred and twelve thousand dollars a year. And this is true, when we have not to raise two hundred thousand dollars by taxation, nor by loans, but when the money is actually in our hands, ready for use, and we have nothing to do but to bar our members of Assembly in a resolution to appropriate the two hundred thousand dollars, provided three hundred thousand more shall be subscribed by private individuals, to constitute a fund for the construction of the railway.

I repeat, it is of little moment whom you make your representatives for the accomplishment of this great and important object. We come not here to consider the interests, or the ambition of five or six individuals, who are candidates for seats in our Assembly. It is for the high and transcendent interests of a whole people. Placed in a balance against these, what are all the petty arts of an electioneering canvass? It is presumed, Mr. Chairman, that even to our candidates, no matter who they are, it is of little consequence what your plans and wishes may be, provided you will give them express directions to prosecute the measures which you require at their hands. What? If you elect your representatives, whom you will entrust with your affairs, is it for them, when, on an all-absorbing question, which you had an opportunity to consider for years, to refuse to abide by the instructions

you expressly give them, to adopt measures which you have settled finally and conclusively, to be necessary for your prosperity? They themselves, will openly declare they are not to be so understood. They will tell you plainly, that if the people think proper to elect them, it is not for them to contradict the wishes of the people. What then remains, but that it is of little consequence whom you appoint, in comparison with the measures which you resolve shall go into effect, in comparison with the great duty which you prescribe to them when they shall be called upon for their suffrages upon the question—Are the people of Orange prepared to vote for appropriating the sum of two hundred thousand dollars from the public funds without taxes, for making a railway from Raleigh to the sea?

Do we duly reflect upon this, Mr. Chairman? One hundred and twelve thousand five hundred dollars, annually lost or thrown away by the farmers of North-Carolina in the carrying trade from Raleigh to the sea. Can we persist in a course of such lavish waste?

If, by expending in one year, two hundred thousand dollars, we can save one hundred and twelve thousand, and a still greater sum every year afterwards, will it not be a good bargain? Here is no tax necessary. The money is already collected. In adopting this measure, the funds become instantly more profitable than if they were vested in Bank stock at six per cent. or for any other purpose, among all the methods of profit upon capital in the present day. If the proceeds upon the railway stock are to be used for the support of Government, and to save the necessity of taxes upon the people, they will yield a higher income to the public treasury than can be effected by other means, whatever they may be, which it is possible to devise.

Let us look at liberately, and in detail, at some of the effects of railways, and of locomotive engines flying by the force of steam between distant places, taking up goods and putting them down through the whole country as they pass? The farmer, the merchant, the man of business, embarks his goods, and steps into a car in the city of Raleigh, at the hour of three in the morning. In ten hours afterwards, that is at one o'clock in the afternoon, he arrives in Beaufort, and delivers his goods, ready for shipment to any port of the world. Time is still allowed him, should he choose to re-load with merchandize, within the compass of twenty-four hours after leaving Raleigh, to return to the same place, admitting even four hours to be necessary for stoppages and the transaction of business.

Compare this despatch with the weeks which must now pass for the accomplishment of any order, or the completion of any business, great or small, while the shifting of conveyances, multiplied commissions, the slowness of movement, and negligence in the transaction of affairs, harass us with delays, uncertainties, and failure by late arrivals, or the total loss of the articles ordered. If time be money, what a lavish waste is here! By means of the railway, that is done in one day, which cannot be completed in whole weeks and sometimes months, without it. Let it be made, and we have a commercial city upon our own coast, whither we can repair at any time in twenty-four hours, at the expense of a few dollars, to choose out personally the stock of goods for six months to come. Now, our merchant or our planter, must be absent from home for many days, must travel at a heavy expense of two or three hundred dollars, and then have the arrival of his stock for trade, subject to the uncertainty of winds and weather, and an indefinite exposure on roads, threatening to damage, to fracture, and fret out, if not wholly to destroy the goods transported over hills, & rocks and through storms and waters, at an expense of a dollar, instead of twenty-five cents, upon every hundred weight.

Such activity in business, and the means of great and piteous returns of profit, recurring every moment, and every hour, and every day, inspire an incredible alacrity into all. The accumulation of property is increased with the quickness of action & the extensiveness of intercourse. Plans that are now visionary and impracticable, with such opportunities become easy; and kindle a fresh spirit of effort and assiduity. With a velocity of passage of 15, 20, or 25 miles an hour, space and time are little less than annihilated. Forests and fields, rivers and the habitations of men pass away, and are left far behind, like the fleeting pictures of imagination, while we exult in the cheering conviction that by this almost miraculous celerity, we are borne along to the object of our destination with a movement as remarkable for its smoothness as it is for its rapidity.

At no period of such a work from its commencement through its whole duration, is it without a singular fruitfulness of advantages. In its first commencement it furnishes employment with its profits to our own citizens. It distributes its remunerations to their labour and crowns their perseverance and fidelity with riches not exported abroad for the prosperity of other States but for augmenting the population of our own.

But after the work is completed, new scenes open upon us. The whole expanse of country instantly brightens and begins to glow with vivacity, and enterprise, and invention, and energy. Where all was frozen in listlessness and apathy now sparkles the cheering result of a vigorous life. Villages begin to appear where all was forest, or deserted fields or marshes pregnant with disease and death. Villages grow into towns, and towns into cities, swarming with busy population. Merchants establish themselves, combining their own profits with those of the planter, and of every profession. Capital is created, commencing with magic force by its single-headed power or by uniting its operations in a multitude of new and busy forms. Each vying with the rest, finds that he can best increase his wealth by reducing his prices to the lowest standard; and by a quick conversion of money into capital, of capital into labour, and of labour into fresh articles for the market. The fruits of a single month, are by these means multiplied into more than the productions of the entire year. The surface of the country wears a new aspect, locked and variegated with the colours of a surprising and incredible prosperity. The soil is enriched and made prolific from resources formerly unknown, and unattainable. Forests overshadowing the greater part of our land with dismal solitude, now retreat before the hand of eager industry and bare the bosom of a soil now lean and hard, and tractable to the meliorating powers of a better culture, and the mellow influence of manures, which by a cheap and easy transport furnish their annual and endless supplies to the husbandman, for the enlargement of his crops and the improvement of his fields. The timber in its various species, oppressing the farmer with its weight than useless incumbrance, can now be converted into beams, plank, staves, and lumber of every description, to return, with rich compensation into his bosom.

I tell you naught that is strange or incredible. You know it well, and can confirm what I say. Who of us is not aware, that the husbandman of N. Carolina, through a great part of the State, is utterly destitute of the resources necessary for enriching his lands, say even for preventing their impoverishment to the lowest degree. When the country was first settled, the best soils were seized upon and occupied. This is indicated by the very names given in different instances, by those who penetrated into the interior in quest of the situations most inviting to their hopes. After an occupation of the luxuriant soils of the lower country, they seem to have sunk almost into despondency in exploring and traversing the long and endless tracts of pines and barren sand through more than a hundred miles towards these register parts of the State. Arriving at a stream not very distant, and well known to us, they might have adopted its original name, as they did in many instances. But in the exultation of their feelings, at the first sight of the black soil upon the margin, promising fresh prospects to themselves and their families, they hailed it with a new name expressive of their renovated joy and they called it *New Hope*. A similar burst of transported feeling probably is intimated in the rich lands of Uwharree and in other examples, which it were easy to quote. But in many, if not in most instances, the very best soils will lose their strength. Those next in quality will be successively occupied. These, too must become poor, if a country where there are no means of renewing their exhausted strength. The productiveness of agriculture is in this manner continually weakened, till the owners of property and the heads of families, learning the superior opportunities of farming and commerce elsewhere, transport themselves, their wives, their children, and their remaining property to other States. It is thus that a drain is kept up upon the strength of a people. And these are precisely the circumstances of our own condition. As well might we imagine that the constitution can be kept robust which is subjected to copious bleeding every month, as that a people can flourish out of which is a constant and regular flow of 20 or 25,000 people with families and property every year.

Are there any means then of preventing this? And what are they? The questions are answered by a remembrance of the causes that produce all these destructive effects. They are the increasing poverty of our lands, and the want of an easy and cheap transportation of our goods and the productions of the soil. If there be any other reason for it, we would thank the transcendent wisdom of the man that will inform us of it. It will be supreme mercy to this people, eye, the very perfection of patriot virtue, to let us know it, because, upon finding out the cause of our sufferings, we shall be better able to stop up the channels through which these evils flow in upon us, to turn them away from our fields and our families, now over-spread by their poisonous influence.

How, then, shall we secure commercial opportunities? These are first in importance. The answer is obvious. With the natural obstruction of our rivers, and of

all passage by water to the sea, and in the present state of the arts, a railway is our only resource; and it is all that we need. It is the best and last result of the wisdom of ages. A railway from our capital directly to the sea, is pointed out as superior to all others, by the shortness of the route, the level surface of the country, the instant presence of most of the materials on the spot; by the importance of having a great commercial mart of our own; by the activity, the enterprise, the circulation of the funds expended upon it, in raising up, and supporting a population and capital among ourselves, and not for the aggrandizement of others.—This is a work by which all the original and otherwise insuperable obstructions to our exchange of commodities with the whole world, are at once dissolved. We shall then be upon a footing of commercial privileges with our neighbors and the rest of mankind.

But this is not all. There were two causes of our embarrassments. The other was the poverty of our soil. The largest proportion of that which was originally fat and fertile has been worn out, and reduced to an equality with soils of the third, fourth, and possibly of the fifth and sixth qualities, while others are wholly worthless. From this evil at present there is nothing to save us. It is growing upon us from year to year. The calculations of men teach them that it is better to seek fertile lands in other States, and in new countries, than to attempt to enrich our own by such meagre methods as we are compelled to practice. But let a railway be laid down which shall throw open to us free access to the sea, and a consequence is united with it admirable for its adaptation to our emergencies. It not only breaks down the obstacles to our trade, but opens to us immense and exhaustless stores of manure, in the marls and gypsum that will have access to us from the sea. This, Mr. Chairman, is no extravagant desistute of authority, and groundlessly urged to recommend favorite wishes of our own.

In ascending the Neuse towards Newbern, (says Prof. Olmsted in his Report on the Geology of North-Carolina,) "the banks generally appear low, but occasional bluffs present themselves. The most conspicuous occurs at Johnston's Point. This contains an extensive deposit of marine shells, more or less decayed—constituting that valuable species of manure, called Shell Marl. Similar banks of Shell Marl occur in various parts of the district under review. The value of these deposits of marine shells as a manure, is, I believe, very great—far above what is generally known among the inhabitants." Prof. Olmsted quotes from Mr. Pierce the words which I now read to you, assuring us that Mr. P. is an authority on which we may safely and unreservedly rely. "Six years since, but one or two small beds of this valuable manure were known in this region. The inhabitants, not knowing its character and value, and modes of examination, had passed rich beds without regard. This marl is a compound of sand, clay, and calcareous earth, mixed with shells, and other organic remains. Exposed on the surface, they gradually decay, furnishing fresh manure for the soil. The colour is generally grey, or greyish white, and good in proportion to its whiteness, which indicates the quantity of calcareous earth it contains. It is believed that a good dressing will last from 12 to 20 years. The lands of Monmouth county, (New-Jersey,) are said to be enhanced in value, half a million of dollars by the use of marl. A respectable farmer of Middletown mentioned to me, that five years since he contemplated abandoning his large farm for land of other districts, as his own was unproductive. For more than a century this land had been regarded by the proprietors as useless. The farm in its improved state, exhibited a gratifying sight. The hills where formerly thorns, thistles and mullens, disputed the dominion, now supported luxuriant crops. Extensive verdant meadows were clothed with a rank second crop of grass. Numerous stacks of grain, and well-filled barns, evinced the productiveness of these fields, which are now estimated at three times their former value."

This marl is adapted, Mr. Pierce goes on to say, "for both sandy and clay earths. It was remarked to me by farmers of Monmouth county, that lands manured with marl, are less affected by dry weather than other grounds. This doubtless arises from its rendering the soil a better medium to retain moisture, while the clay of the marl improves the texture of the soil."

Again the writer tells us, "the first bed of limestone that I observed," these are his own words, "in proceeding westward from Newbern, crosses the road about four miles from town, and from this place to Bass's Ferry eight miles

above Waverborough, and therefore almost to the western limits of the low country, limestone rocks in a constant series occupy the bed of the Neuse in parallel ranges running northeast and southwest, and corresponding therefore with the geological ranges of other parts of the State.

I might continue these positive and undeniable proofs of what I asserted, that the powers of our soil can be restored to primitive excellence by a railway from Raleigh to Newbern, and by this alone, I might show that beds of limestone proper for manure, extensive enough to reclaim wasted fields, and impart the highest exuberance to our lands through the whole State, and to the latest periods of time, stretch across the country from northeast to southwest. They are to be seen on the Trent, six miles west of Newbern; in Jones county, also, where "the limestone is purer than in any other part of the low country, containing in the eastern part of Wayne county 93 per cent. of pure lime," and in other strata which your time will not permit me to specify.

"It may be useful to suggest," says the geologist, "that the best time for procuring this marl will be in the winter season, when the rains and frosts will act upon it, and speedily reduce the lumps or masses to powder. Heaps of them thus exposed, will be in a condition for spreading on the ground the following spring."

"It is to be borne in mind too, that this is not one of those kinds of manure, which impart a sudden and extraordinary fertility, and then leave the soil to its primitive barrenness; but, it is one of those which by gradually mingling with the soil, improves its permanent strength and powers, and endures for a space of twenty years."

And now, Mr. Chairman, must it not be manifest that as a railway through our lower country, will best emancipate our commerce, one of the main springs of wealth, it is the only means too, of reviving and giving energy to the other in our agriculture, and of elevating it to perpetual perfection in its productive powers?

What then, are our rewards from the locomotive powers of steam on a railway from the seacoast to the capital? Instantly, the drains that carried with them the life-blood of our commerce and agriculture, cease to flow outward. No longer are the vital elements of our soil wasted and weakened with every year of our existence. The beds of marl and lime, and gypsum, and other manures, now as useless to us, as they are boundless in extent in successive strata through the alluvial regions of our own and other States, can be transported in hundreds of tons to convert even our brooklands into wheat fields, and meadows, and garden spots. And if, from the growth of capital, and conviction of its profitable application in rail-ways, the artery thus commenced, should be extended into the interior, then the lime-beds of Stokes, Surry, and Rockingham, would forthwith pour out their contributions for spreading renovated life and verdure over the barren wastes from which our population and capital are escaping to the superior privileges of other States. Then the timber that cost as much for its removal as the very land is worth that is redeemed from captivity, is converted into possessions more valuable, perhaps, than even the gold dispersed by nature through many parts of our State. By an easy and costless transport, our lumber is brought into requisition in the Northern and Eastern States, and in the West Indies, for every species of work of which wood is the basis. Iron, and all the various minerals of our State, would be exchanged on the seashore, and in every part of the country, for the money which now flows out, with a heavy loss, to enrich other States, and to augment their powers in machinery and population. Fisheries on our seacoast, and in our sounds and rivers, are brought into action by a rail road penetrating into the interior, with a transit completed in a few hours, at once creating a hardy race of men with their families, upon our seacoast, and disseminating new privileges of support and enjoyment to the general population of the State. With a railway, the farmer has it in his power to cut off the extravagance and waste of many animals that swallow up with profusion the productions of a system of farming and carrying, which it is now impossible to abridge.

With a railway, quickening transportation into daily instead of monthly returns, and reducing the cost to the fourth part of what it now is, not an article can be produced that will not yield a profit in the market, and upon the sea, that great highway of nations. A descent into petty particulars in proof of this, might detract from the gravity of this Address; but it would very familiarly set before us the essential merits of our subject.—Every species of commerce, great or small, multiplies the population which it finds in employment. With such facilities of transport, a revolution takes place which, in past examples, has been found to surpass even the colourings of imagination. The fame of such opportunities