

RALEIGH REGISTER AND NORTH-CAROLINA GAZETTE.

"Ours are the plans of fair delightful peace, unwarped by party rage, to live like brothers."

THREE DOLLARS Per Annum }
ONE HALF IN ADVANCE.

TUESDAY, FEBRUARY 14, 1837.

VOLUME XXXVIII.
NUMBER 14.

THE REGISTER
IS 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.

ADVERTISEMENTS.

Not exceeding sixteen lines, will be inserted three times for a Dollar; and twenty-five cents for each subsequent publication: those of greater length, in proportion. If the number of insertions be not marked on them, they will be continued until ordered out and charged accordingly.

STATE LEGISLATURE.

SUBSTANCE of the remarks made by Mr. JONES, of Halifax, on the bill to Incorporate the Raleigh and Columbia Rail Road Company.

MR. SPEAKER:—The question now before the Senate, is on the amendment reported by the Committee on Internal Improvement, of which I have the honor to be a member, to the bill incorporating the Raleigh & Columbia Rail Road Company. This amendment makes it the duty of the Company to construct the road on the most eligible route from Raleigh, to the town of Fayetteville, and from thence by the most eligible route, to the dividing line, between the States of North and South-Carolina.

Perhaps, I attach too much consequence to this subject, but after some consideration, I am brought to the deliberate conviction, that it is one of the most important questions submitted to the Senate during the present session, and upon its decision, in some degree, depends the future destiny of the State. I have been greatly astonished at the extravagant warmth and zeal with which this amendment has been resisted. Had it been a proposition to prostrate the dignity, character and welfare of the State, rather than to sustain its reputation and preserve its dearest rights, it could not have been assailed with more bitter denunciation, and unsparing malignity.

It has been assailed as calculated to prostrate the rights of the people and to place them under the most offensive and unjust restraint, better suited to a despotism, than to government founded on the equal rights of man. To this extravagance, I shall attempt no particular reply, but will endeavor to answer the most plausible objections of the Senator from Warren, and to show that the State of North-Carolina has a deep interest in the adoption of the proposed amendment. His first objection is, that the amendment, if it prevails, locates the route, and will therefore be without precedent or example in the history of our Legislation. This, if true, proves nothing, for we have in our country, young as it is, precedent for much that is absolutely wrong, and cases are constantly arising when it becomes necessary to establish new precedents. But the Senator has a bad memory, and I am sure will not take it unkindly, if I expose its extreme frailty on the present occasion; and, to do so, I need not go further back than the commencement of the present session. The present General Assembly has already passed an act, (I do not mean the act granting Banking privileges) to amend the charter of the Cincinnati and Charleston Rail Road Company. This act provides that the route which the said Rail Road shall pursue, through the State of North Carolina, shall be up the valley of the French Broad River, and so on to the Tennessee line, and for which I believe every member of this body voted. This act located, in part, the road in question, and the present amendment does nothing more in reference to the Raleigh and Columbia Rail Road. So the gentleman's objection, founded on a want of precedent, is utterly unsupported, and before I am done with him, unless I greatly deceive myself, I shall be able to show that his other objections are entitled to but little, if any more consideration. But, I think I perceive the gentleman ready to exclaim that the cases are not analogous—that the Cincinnati and Charleston Rail Road is to be constructed chiefly by persons out of the State, and is to extend through South and North Carolina, Tennessee and Kentucky. Be it so, and I pray how does it differ from the Raleigh and Columbia Rail Road. The latter road will be but a link in the great chain of Rail Road communication, commencing in New-Jersey or perhaps much further North, and extending through Pennsylvania, Delaware, Maryland, Virginia and North-Carolina, and how much further to the South I cannot tell—perhaps to New Orleans. And, sir, as certainly as the sun shines in heaven at noon-day, that portion of the road authorized to be constructed in this State by the bill on your table, will be chiefly built, if made at all, by capitalists beyond the limits of North Carolina; and its location, unless restrained by our legislation, placed en-

tirely under their control. If this position be denied, and the amendment fails, as I have much reason to apprehend from what has very recently come to my knowledge, I intend to test the sincerity of such denial by offering an amendment prohibiting all persons from voting on the question of location, except bona fide stockholders, resident in the State of N. Carolina. When this question comes up, we shall see how the wounded pigeons flutter. Sir, I would as soon think of trusting the innocent lamb to the tender mercies of the voracious wolf, as to trust the location of our Rail Roads to the arbitrary and selfish policy of individuals of other States, whose interests lead them to desire the prostration of every important market town in our State. How any citizen of North Carolina can favor such a course of policy, in whose heart is shed abroad the love of his native State, is to me utterly incomprehensible. I profess to be as favorably inclined to Internal Improvement as any human being whatever, and I am particularly favorable to Rail Roads, as being best adapted to the circumstances and condition of our State; but, in the name of Heaven, let our system be such as shall foster and cherish our own market towns where practicable; and not sacrifice them to the cupidty of our neighbors. If we are to sink still lower in comparison with our sister States—if we are to be still further humbled in our condition—I pray you, let it not proceed from the work of our own hands: let us, at least, be guiltless of the cause of such deep humiliation.

The next objection, which the Senator from Warren urges against the amendment, is, that it violates the rights of the people—that they have a right to spend their money, when, how and where they please, and that any attempt on the part of the Legislature to control them in this respect, would be a monstrous assumption of power. Sir, I pronounce this position utterly untenable, and at war with every principle of law, reason and common sense. A single remark is sufficient to shew its utter fallacy. Has the gentleman, or any body else, a right to spend his money in doing me wanton wrong? Has he a right to spend his money in destroying my property? Has he a right to spend his money in obstructing me in my lawful pursuits? Such a doctrine is too absurd to justify any attempt at retaliation, and is much below the dignity of serious argument. Sir, the people of our own State and much less the people of other States, have no right to make common public roads, when, where, and how they please, without leave from the competent authority; and, in granting authority to make such roads, the Courts, with whom the power is entrusted, will control their location as justice and good policy shall seem to require. In the making of Rail Roads, this power of location is still more important, and all companies should be restrained in this respect whenever the true policy of the State obviously requires it. This leads me to examine the question, whether there are any reasons of public policy which will justify the Legislature in withholding from the Raleigh and Columbia Rail Road Company the ordinary discretion of locating the road according to the will of the Stockholders. I learn there are but two routes for this road from Raleigh to Columbia, about which the public opinion is at all divided. The first is from Raleigh, passing a little below the junction of Haw and Deep Rivers, through the counties of Chatham, Moore & Richmond, to the dividing line between North and South Carolina. This route, which the Senator from Warren declares will be adopted by the Company, because of its being the cheaper of the two, is, according to McRae's Map, fifteen miles shorter than the other, and will leave Fayetteville some thirty or forty miles to the left. And it is said to be recommended by the further consideration, that it will afford great facilities for the transportation of produce to market at a cheap rate, grown in the counties of Chatham, Moore, Richmond, Orange, Randolph, Guilford, Stokes, Rockingham, Caswell and Person. So far as relates to the counties of Chatham and Moore, and a part of Randolph, this road will afford decided advantages, provided their inhabitants prefer an easy communication with Petersburg rather than Fayetteville, the market at which for many years they have sold the products of their soil: but if they prefer the latter market and desire to open greater facilities with it, this route will afford them no advantage whatever, so far as a way to the market of their choice is concerned.

But let it be granted for the present, that these counties are interested in this route. The next county is Richmond, the inhabitants of which county, I will presently show, have no rational motive whatever, to prefer this route—nay, their interests will be most essentially promoted by the route through Fayetteville, & they have every reason to give it the preference. In reference to the other counties of Guilford, Stokes, Rockingham, Caswell and Person, nothing can be more preposterous and absurd, than to suppose for a moment, that the product of these

counties, can ever find its way to the Raleigh and Columbia Rail Road. Sir, it is the very error of the moon, and the man who can entertain any such notion, has either not properly considered the matter, or is a fit subject for a Lunatic Asylum. If no other plan of Internal Improvement can be devised for the benefit of the people of these counties, and their present means of transportation are unsuited to their wants, they are left in hopeless despair.

I had forgotten to notice the county of Orange, in its proper place. This county has very little, if any interest, in this route. If her people should prefer the Petersburg market, and they can get to no other by this road, unless the amendment prevails, no man can be so wild as to suppose that any considerable portion of their produce, can ever seek the Rail Road to the south of Raleigh. Nay, it is most obviously to the advantage of a large majority of them, to wagon their produce to the Raleigh and Gaston Rail Road from ten to thirty miles, to the north of Raleigh. How then, I ask, are they to be so greatly benefited, by the route through the county of Chatham?

Mr. Speaker, I will now endeavor to offer to the consideration of the Senate, some few reasons which have satisfied my own mind, that the Rail Road in question ought to be carried through Fayetteville. It cannot be forgotten or overlooked, that this place is regarded at the present moment, as probably the most important market town in North Carolina. It is believed that a larger quantity of produce is there purchased, and more merchandize vendid, than in any other town in the State, and it is considered of the greatest importance, that its prosperity should be fostered with the most anxious solicitude.

To show the deep interest felt in the prosperity of this town by our Western brethren, I beg leave to call the attention of the Senate, to the fact that so late as the month of October last, a large and respectable Convention of more than one hundred and thirty members, representing nineteen counties, and composed of gentlemen of the most distinguished talents, and worth of character, assembled at Salisbury, in the county of Rowan. At that Convention the following Resolution among others, was reported by a Committee of that body:

Resolved, That in the opinion of this convention, the interest of a large wealthy and populous portion of the State of North Carolina, requires the speedy construction of a Rail Road from the town of Fayetteville to some point on Yadkin river above the Narrows, and thence by two branches, the one running directly to the town of Wilkesboro', the other running across the Valley of the Catawba river, so as to intersect the Cincinnati and Charleston Rail Road, at the most eligible point.

This Resolution was unanimously adopted. Yes sir, adopted without a dissenting voice. The present Legislature concurring in the views of their fellow citizens of the convention, has passed an act amending the charter of the Fayetteville and Western Rail Road Company, so as to make it entirely acceptable, and there seems to be no doubt before our adjournment, such ample aid will be afforded by the State, as to ensure the speedy completion of the work. If Fayetteville is really a market town of so much importance as to justify all this movement in its favor, and who can doubt it, I ask, with what propriety can this General Assembly refuse to extend to it the advantages to be afforded by the proposed Rail Road? Sir, I need not urge upon the consideration of the Senate, for it is a fact too well established to require illustration, that early intelligence of the state and various fluctuations of markets, both foreign and domestic, is of vital importance to a commercial community. The transmission of intelligence through letters and newspapers, conveyed by rail roads, is more rapid than any other mode of communication hitherto devised. The great Northern and Southern mail will, in all reasonable probability, be transmitted by this road as soon as finished. Give the Company the uncontrolled power to make this road where they please, for in the consciousness of their strength, its supporters have boldly avowed the settled purpose of leaving Fayetteville some forty miles to the Eastward; you deprive this interesting market town of the advantages of the speediest commercial intelligence, so necessary to its prosperity, and so important to those who transact business with it. It surely will not be contended, that this is an advantage of an unimportant character. Such a supposition would be in direct contradiction to the well settled opinion for ages, and every day's experience but adds to its authority. As bearing upon this point, I may advert to the fact, that there is at present a public road leading from Raleigh through the counties of Chatham and Moore to Rockingham in Richmond county, along the identical route, which seems to be preferred for the contemplated rail road. This road is something shorter than that through Fayetteville, and would consequently be less expensive and more expeditiously travelled. Why then, is not the great Northern and Southern mail carried along this route—for no other reason, than because Fayetteville is a town of commercial importance, whose

interests require the speediest intelligence. Now, if this is a good reason, in reference to the transmission of early intelligence by mail stages along the common public roads of the country, it cannot be less conclusive in relation to rail roads which are to supersede the ordinary mode of conveying the mails by stages. Again sir, look at the express mail line, lately established to convey early intelligence from one end of the country to the other. Does this take the shorter route through Chatham &c? By no means; its object is especially to communicate early intelligence to our commercial towns, and to leave them out, would be to defeat the very end of its establishment. I feel sir, I need argue this branch of the subject no further, but let us look at the question in another point of view. Suppose the Rail Road is carried through Fayetteville to the South Carolina line; I contend that the counties of Chatham and Moore, will labor under no burdensome grievance, and can have no just cause of complaint. If conducted from Raleigh along the most direct route to Fayetteville, it must pass within about fifteen miles of these counties, unless the late map of the State is grossly incorrect. Such a road affording this people the advantage of a choice of markets, (both Fayetteville and Petersburg being thereby made easily accessible) would, I humbly conceive, be more desirable than a rail road which could afford them no such option, and would amply compensate for the additional travel of about fifteen miles to reach the road. The continuation of the road from Fayetteville to the South Carolina line, must necessarily carry it through a part of Robeson, and through the county of Richmond, and would offer to this latter county, in opening a direct communication with Fayetteville, much superior advantages to the route through Chatham and Moore counties.

In addition to all this, the county of Moore will be abundantly provided for by the Fayetteville and Western Rail Road, which must be conducted through near its centre, and must also pass through or near the county of Randolph, which will afford to these counties, every reasonable accommodation and advantage.

In the sincerity of my heart do I wish, that under any system of Internal Improvement which can possibly be adopted in our day and generation, equal advantages could be extended to even one half of the counties of the State. Again Sir, if the road be made through Chatham and Moore. I consider that injury will be done to Raleigh and the surrounding country, and without pretending to be gifted with the spirit of prophecy, I will venture to predict, whatever may be thought of my opinion now, the time is not far distant when full justice will be done to its correctness in relation to this subject. Let the road be made as proposed by those who will control its location unless the amendment prevails, and Raleigh and the neighboring country will be cut off from the benefits of a choice of markets, which can so easily be extended to them, without, as I verily believe, affecting seriously any other important interest in the State of North Carolina. The necessary facilities ought to be extended to Fayetteville to enable her merchants to enter into competition with the market towns of Virginia, for the trade of this part of the country, and that such competition may be successfully maintained, results from the following facts. According to the rates of transportation, as established on the Rail Road in the neighborhood of Roanoke, the cost of conveying a bale of cotton weighing 400 lbs. from Raleigh to Petersburg, the distance being estimated at one hundred and fifty miles, could not be less than \$2.50. If the Rail Road is carried from Raleigh to Fayetteville, the distance being estimated at fifty-four miles, and the same rate of transportation be charged, the cost of conveying a bale of cotton of the same weight from the one place to the other, will be ninety cents, making a difference of \$1.60 per bale, in favor of Fayetteville, and for forty cents more, it can be delivered in Wilmington, making a saving in the cost of transportation in favor of this latter market of \$1.20 per bale. The saving in the transportation of other articles will be in the same proportion, and I ask whether this consideration is entitled to no weight in deciding the question now before us? But, Sir, there is another view of this subject entitled to grave consideration. I have already adverted to the deep importance attached to the construction of a Rail Road from Fayetteville to the valley of the Yadkin river, commonly called the western road by a large portion of our fellow citizens. It seems to be admitted by every one that the travel on Rail Roads constitutes an important item in their account of profits, and without this advantage, scarcely a Rail Road could be sustained in the State. It is most obvious that if the Raleigh and Columbia Rail Road is constructed along the route through Chatham county, it must intersect the route of the Western Rail Road, about forty miles from Fayetteville. At the point of intersection, the travel from the West going North would be intercepted, and turned on the

Raleigh and Columbia Rail Road, thereby rendering almost profitless (at least so far as the travel of the country is concerned,) about one third of the Western Road.

The bare contemplation of such a result can hardly fail to affect injuriously the Fayetteville and Western Road, and must necessarily operate against subscriptions to the capital Stock of the Company. I ask in sober seriousness, whether the Legislature of North Carolina will permit the most important work of Internal Improvement in the State—a work intended and competent to promote the great agricultural interests of the State, in a higher degree than any other improvement, either in progress or in contemplation, to be sacrificed, that the travel through the State may be accelerated something like one or two hours. Gentlemen may attempt to disguise the fact as they please, but the question, now to be decided, is one between the people of North Carolina struggling to cherish and uphold the market towns of their own State, and to open suitable facilities to such towns on the one part, and on the other part chiefly citizens of other States endeavoring to thwart such purpose, and to secure to themselves the benefits of our trade. To this competition I entertain no particular objection, if, by our Legislation, no advantage is given to other towns over our own. If preference be given to either, who can hesitate as to which side it ought to incline? I certainly indulge no prejudice against any market out of the limits of my native State, and I am very unwilling to be misunderstood on this subject. If there is any portion of our people so situated as to make it their interest to seek markets for their produce out of the State, and I admit this to be the case with those whom I have the honor to represent, so far from being disposed to throw obstacles in their way, I would cheerfully afford them every facility to reach such markets. But where a work of Internal Improvement can be effected in our own State, leading to our own market towns, and which will afford to our people equal if not superior advantages to markets abroad, how can we hesitate to give such work the preference? But the scheme which I advocate proposes nothing exclusive in favor of Fayetteville. The Rail Road if conducted through that place, will still leave every one at liberty to go there, or to look elsewhere for a market at which to sell his produce, and it is this option, this choice of markets, combined with the benefits of early intelligence, that so strongly recommend this route over all others.

Mr. Speaker, I mean no disrespect to any one, but it is my deliberate opinion, that if the worst enemy, the State of N. Carolina has upon the face of the earth, had deliberately set to work to devise a scheme, to cripple her resources, to respect her energies, and to blight her prospects in the career of advancement, on which I had fondly hoped she was about to enter, none more effectual could have been suggested than the scheme of making a Rail Road from Raleigh to Columbia along any route that shall leave Fayetteville some thirty or forty miles out of the way. Sir, adopt this plan, and what a spectacle for melancholy contemplation will North Carolina exhibit to the world. While our sister States are making the most patriotic, praiseworthy and vigorous exertions to cherish, foster and encourage their important market towns—while they are exerting every nerve in this glorious career, which is showering down upon their citizens, all the blessings of wealth, prosperity and happiness, we, regardless of their example, and unmindful of our true interest, permit strangers, whose interest in this matter is adverse to our own, to come in and dictate the policy, as connected with our system of Internal Improvement which we are to pursue. Such a system of policy, and I say it with emotions of deep sorrow and mortification, must be most grievously injurious to that portion of our people more immediately concerned. It cannot fail to exert a most unhappy influence over our future destiny, and I verily believe would not for a moment be countenanced by any other State of this Union, nor indeed by any other civilized people on earth.

SINGLE SPEECH HUTCHISON.

The honorable gentleman from Mecklenburg, has at last immortalized himself, like the celebrated Mr. Hamilton in the British Parliament, in a Speech, the first and only one we have ever heard of his delivering in the Legislature. It was upon no question before the House; therefore it would seem difficult to tell what was its aim or bearing. After doing out a whining complaint against Mr. Harris, of Cabarrus, for something that was contained in a published speech of his, he demands to know of the gentleman (most Tybalt like) whether the published remarks were intended to apply to him; if so, why they were unkind, uncorrected, false and slanderous? Ahem! Mr. Harris gets up and says, that his arrows were sledged with truth, and with unerring certainty reached their aim.

Thereupon, Mr. Hutchison says, he is satisfied, and offers the hand of fellowship.

Just one-fifth of this magnificent production, measured with the dividers (we like to be particular in these grand matters) was devoted to the Editor of the Watchman, in which he certainly endeavored with hearty good-will to belabor us. We shall not, however, permit our temper to be ruffled, because the poor demagogue, with whom we have been wont to amuse our readers, chooses to erect himself into a magnificent one and to call us law names. We shall continue to laugh at political mountebanks; whenever the madness of party feeling shall drag them out of the slough of their native insignificance, and enable them to cut fantastic vapors in elevated places. This party one, from Mecklenburg, who has neither sense, principle or manners, we had singled out because he was the minimum of his class! We had held him in ridicule on more occasions than one, and we mean to do it again whenever he deserves it. That he has been already pretty well flattered, we think his impotent rage on this occasion plainly shows.

Carolina Watchman.

Encyclopaedia of Geography.—A work, under this title, is about to be placed before the Public by Messrs. Carey, Lea, & Blanchard, of Philadelphia, which, for utility, for the information it contains, for elegance and the number and beauty of its costly embellishments, has not been exceeded by any publication which has ever issued from the American Press. This work was originally published in England about two years since, and a few copies have found their way to this country, at a price nearly three times as much as that which the American edition will be sold for. It was compiled by Hugh Murray, F. R. S. E., assisted in astronomy, &c., by Professor Wallace; geology, &c., by Professor Jameson; botany, &c., by Professor Hooker; zoology, &c., by W. Swainson, Esq. The American edition has been carefully revised and corrected throughout, and brought down to the period of its publication, with additional commercial, financial, and political statements, and the results of late discoveries. The portion of the work relating to the United States has been rewritten anew, and fills two hundred pages, and being extremely meagre, a map of the United States, drawn by Drayton from Tanner's map, and several wood cuts, are added to the eighty-two maps, and the one thousand one hundred engravings on wood, which were contained in the English edition. The zoological section, that on the botany, and the one on the geology, of the United States, have been much enlarged by Mr. Swainson, Professor Rogers, and other gentlemen intimately acquainted with the respective sciences.

The publishers of this invaluable work invested in it a capital of \$11,000 before a single sheet was printed, which shows the magnitude and the expensive nature of the undertaking. The price of the three volumes is \$9, and, considering the style and extent of the work, it is certainly one of the cheapest publications of the day.

JOHN W. CROCKETT, Esq. of Trenton, Tennessee, son of the late lamented Colonel DAVID CROCKETT, is proposed as a candidate for Congress, by a writer in the Paris West Tennesseean. The writer says:

"This gentleman is truly the growth of our District—is modest, patriotic, intelligent, and highly qualified, from his talents and information, to be a useful man to the public. He will devote himself honestly and wholly to the service of the People; and, if he will permit his name to be used, he will receive the support of
MANY VOTERS."

"We have heard the lamented Col. Crockett speak of this son. He used to say in Washington, to the members of Congress, 'They may laugh at my ignorance as much as they please: I never studied farther than A-K-Z-A'—but I have a son that is College Latin, and he'll some of these days show them a thing or two.' For the sake of the Father, if for no other reason, we hope the Son may reach Congress and fulfill the prophecy. 'If he should show Congress and our Rulers 'a thing or two' after the honest and independent manner of his sire, he will indeed do the State good service.'—North Alabamian.

Florida.—The Legislative Council of this Territory met at Tallahassee on the 2nd ult. On the following day, Governor Call transmitted his message. He regrets the frequent changes of the officers charged with the management of the Seminole War, ascribing its protraction in no considerable degree to that cause. He mentions the defeats sustained by the enemy on the 17th, 18th, and 21st of November, and the abandonment of their strong-holds on the Withlacoochee. He anticipates their speedy destruction. He recommends that the Council address a memorial to Government, praying for indemnity for the loss sustained by the citizens of Florida in the war, the war being of a public nature, and excited by the public policy of the country in removing the Indians.