

RALIGH REGISTER

AND NORTH CAROLINA GAZETTE.

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

VOL. XXXIX. MONDAY, FEBRUARY 5, 1838. NO. 14.

JOSEPH GALES & SON,
EDITORS AND PROPRIETORS.

TERMS.
Subscription, three dollars per annum—one half in advance.
Persons residing without the State will be required to pay the whole amount of the year's subscription in advance.

RATES OF ADVERTISING.
For every 16 lines (this size type) first insertion one dollar; each subsequent insertion, 25 cents.

Court Orders and Judicial Advertisements will be charged 25 per cent. higher; and a deduction of 33 per cent. will be made from the regular prices, for advertisers by the year.

LETTERS to the Editors must be post-paid.

IMPORTED FLATTERER,



(WINNER OF THE GRAND DUKE MICHAEL STAKES AT NEW MARKET, (ENGLAND), FIRST OCTOBER MEETING OF 1834.)

THIS splendid English Race-horse (the property of Capt. J. A. J. Bradford, U. S. A.) will make his first season in America, under the direction of the undersigned, at the Hon. Judge Strange's Myrtle Hill estate, three miles north of Fayetteville, on the old Raleigh road, and he let to mares at \$50 the season, \$75 to insure, and Fifty Cents to the Groom—the money to be paid or secured to be paid, before the mares are taken away.
The season will commence on the 15th February, and end on the 15th July. Extensive Clover and Grass Pastures provided for Mares, and separate lots for such as may have young foals, and mares will fed at thirty cents per day. Every care will be taken to guard against accidents, but the undersigned cannot be responsible for any that may occur, nor for escapes. Coloured servants sent with mares boarded gratis.

PEDIGREE.

FLATTERER was got by Muley (son of Orville and the famous Mare Eleanor) and is, therefore, half brother of the celebrated imported Levathan, of Tennessee, and of imported Margrave, winner of the Doncaster St. Legs in 1832; his dam Clara, bred by Lord Egmont in 1834, was got by Marston, granddam Harpelle, by Gohanna, g-granddam Amazon by Driver—Fractious by Mercury—Woodpecker—Evelasting by Eclipse.
Muley, the sire of Flatterer, was the best bred son of Orville, the winner of the St. Leger, and a most capital Stallion, having covered at as high as £52. Orville is the sire of Eulius, now covering at 50 sovs., and grand sire of imported Pravian, covering in this country at \$150, Pleinip, covering at 25 sovs., (all three winners of the Derby.) imported Serpentine, winner of the Oaks, imported Tranby, imported Merman, &c. Muley is also the sire of Vespa, winner of the Oaks, of Muley Moloch, imported Levathan, imported Margrave, &c. Muley is out of Eleanor, the best mare of her day, having won both the Derby and the Oaks. Eleanor (by Whisker, that famous getter of the stout sort,) is the granddam of imported Luzzborough, whose get in this country ran last year with so much distinction, and is sister to Ursula, Pravian's dam.
Clara, Flatterer's dam, was out of Harpelle by Gohanna, the best four mile horse of his day, and as a stallion, equal to any of any age.
Flatterer, like his sire Muley, who was said to be the largest boned, thorough bred in the kingdom, and to be equal to 20 stone, (280 lbs.) is a horse of the largest size, full six-eighths hands high, of immense power, large bone, great substance, good action, long stride, sound constitution, and excellent temper. His colour is fine brown, without white. It will be seen that his pedigree runs back to the famous old English Eclipse in an extremely short, and as rich a line as could be desired.

History and Performances.

Flatterer was bred by Mr. Newell, in 1831, and run in England, by Sir Mark Wood. He was imported by Mr. Wadsworth, of Genesee, New York, by whom he was placed in the stable of Robert L. Stevens, Esq., near the Union Course Long Island, who trained and ran him in this country. His performances, both in England and in this country, are creditable to his noble stock. His first appearance in England was in his three year old form, (in 1834) for the renewal of the two thousand guinea stakes, at New Market, when he ran a capital second to Glencoe, who has been imported into this country at a high figure. The following is the record:

"NEW MARKET FIRST SPRING MEETING."

Tuesday, April 29, 1834.

Renewal of the 2000 Guinea Stakes, a subscription of 100 sovs, each, half forfeit. For three year old colts 87 lbs [119 lb] and fillies 84 lbs [116 lb] R. M. 28 sovs.
Lord Jersey's ch c Glencoe, Robinson, 1
Sir M. Wood's br c Flatterer, by Muley, 2
Mr. Yates' ch c Bentley, 3
Mr. Mills' b c brother to Kate; Lord Orford's b c Paris; by Waterloo out of Bosthum; Lord Lowther's b c by Reveller, out of Tristram; and Mr. Gully's Vindicator also started but were not placed.
On the 29th of May following he started for the Derby at Epsom won by Pleinip and was not placed. 123 sovs 22 started three placed.
At the New Market First October Meeting, he won the Grand Duke Michael Stakes.

"New Market, First October Meeting."

Grand Duke Michael Stakes of 50 sovs each. For 3 yr old 87 lbs [119 lb] and fillies 84 lbs [116 lb] A F Twenty-six sovs.

Sir Mark Wood's br c Flatterer by Muley 1
Mr Yates' ch c Bentley 2
Luke of Gratton's ch c Olympic by Reveller 3
Lord Orford's b c Paris by Waterloo 4
Mr. J. Dick 5
Flatterer was now purchased for Mr. Wadsworth and shipped for America. After an unusually long passage, during which he never lay down, he was landed at New York the latter part of July, 1835, and was put in training without the possibility of preparation, but, notwithstanding, ran two very creditable races, one of which, mile heats, he won, beating two Eclipse colts and a filly by the same horse. In the following Spring he was beaten by Mingo, three mile heats, running second to him, and beating Cadmus, by Eclipse, Sydney, by Sit Charles, and the Jewess, by Henry, in the first heat, when he was drawn.
Of this race, the New York Spirit of the Times contained the following account: "Cadmus had

the pole, Mingo the out side, They got away in a cluster, the Jewess making "a spurt" between the stand and first gate that quite used her up, when Cadmus and Flatterer took up the running, Mingo and Sydney lying well up, the first under a hard pull. Finding Cadmus disliked the pace, Willis held him up after the second mile and Mingo headed the field with ease. Flatterer maintained his stride to the end, running a very handsome second to Mingo, who, for a single three miles, can pull to the fastest horse in the country, and come home ahead. Cadmus could not run in the mud—and his friends did not expect much from him, though he ran at the next heat, Flatterer having been withdrawn after a very creditable performance. Sanford rode him in tip top style, and had he carried 168 lb, would have flung the mud in the face of the best of them."

Flatterer did not start in the Fall nor succeeding Spring. He was purchased by W. L. Corbin, Esq., of Va. and placed in the Stable of J. S. Corbin, Esq., of Fairfield, who furnishes the annexed account of his promise:—"In regard to the promise 'Flatterer' gave, while in training by me, of making a good race-horse, I can with sincerity, and I think, truth, say, that it was decidedly flatterer. In his mile trial he beat 'Whig' (a very fast horse) several lengths, and exhibited a very good symphony as 'the finish,' of an ability to run a long distance successfully. I witnessed a race on Long Island, last Spring twelve months, between him and several other very sharp nags, two mile heats, in which Flatterer was a good deal over 'the foot' of any of them. I considered him then a better horse than he showed for, as he had had but a poor chance to recover from the unusually long and rough voyage across the Atlantic, and the injudicious races he had been made to run the Autumn previous, very recently after his landing. Had his frog been sound when he went into training this Fall, he would, undoubtedly, have made distinguishing and successful races in the campaign. I would as soon breed from Flatterer as any untried Stallion in the country. His blood is as pure as a horse's can be, and his family all run. He runs back very shortly to the English Eclipse, & is a horse of uncommon speed himself, and, I think of breeders who may have small slight nags.—His action is remarkably good indeed. I have given the Groom the requisite instructions, though from his good temper none were needed. His health and appetite are as good as can be. I turned him out during the training; on account of diseased frogs, made so from standing in a foul stable at the North. W. L. Corbin says of him, 'I am sure he will fulfil the promise expected of him in Carolina.'"

Mr. White, of Northampton county, who was desirous of procuring Flatterer to stand in that county, says "I feel convinced that Flatterer would be excellent Stock for this section, as we have a large number of Archie Hal, Tonson, and Luzzborough mares. Such material, when built upon by such bone as Flatterer's, would insure good produce.—Our Tonson's, Luzzborough's and Hal's all lack bone. Flatterer having a good share of size and bone, would have added much to our Stock. Upon the whole I am much pleased with him. His rear parts I think first rate, and his countenance, to a man of color, is daily bread."

In a letter to the owner, dated New York, Sept. 25th, 1837, W. L. Corbin remarks, "Before touching on your proposition, I will remark for your edification and benefit, what fell from the lips of a notable fancier of the 'blood of noble breeds' this morning. Mr. Boardman, of Alabama, now here, chanced to be at Newmarket, England, when 'Flatterer' ran, and says he gave great promise, and stood high in the Sporting circles, as does all his Stock." Flatterer is yet untried as a Stallion—but as all his Stock in this country have established a high reputation as sure foal-getters, it is expected he will maintain it.
The undersigned repeats the assurance that the strictest and most careful attention will be paid to mares sent to Flatterer, and pledges himself to deliver them in good order and condition when taken away. And he will remark for the information of breeders, who may be desirous of obtaining a cross of as noble blood as ever coursed the veins of the horse, that, as advantageous offers have been made for his services in the race-horse region, this will be the only Season he can make here.

January 29th, 1838. 13-4t
MOSES BRANCH.

Sunday School Union.

THE following testimony in favor of the publications of the American Sunday School Union, is from the pen of Wm. McPHEETERS, D. D. of Raleigh.
"To the Rev. J. B. Ballard, Superintendent Agent of the American Sunday School Union for the State of North Carolina.
R-V AND DEAR SIR:—Being acquainted to some extent with the Books published by the A. S. S. U., I feel no hesitation in saying, that they are highly deserving of public attention and patronage. The pure and liberal spirit which they breathe—their freedom from sectarian—proselytism, and all political interference—their instructive lessons—their captivating stories—their interesting biographies and memoirs, and their evangelical piety, all conspire to recommend them to an enlightened community, and to Christians of all denominations.
The establishment of Sunday School Depositories, the distribution of the books of the S. S. U. among Common Schools, and the consequent taste for reading which they usually inspire, cannot but be eminently conducive to the morals, piety and mental improvement of the rising generation.
A small Library of Sunday School Books, adapted to different ages and capacities, would be a valuable acquisition to any family; and such a Library might be purchased at a very moderate price.
With sincere wishes that much success may attend your agency,
I am, Rev. and Dear Sir,
Yours, &c.
WM. MCPHEETERS.

The publications of the American Sunday School Union, are kept constantly for sale at the following Depositories:

- PRIMROSE & HOLLAND, Raleigh
 - JAS. MILLAR, Fayetteville
 - GEO. R. FRENCH, Wilmington
 - JAS. STEVENSON, Newbern
 - JAS. WEBB, Hillsborough
 - SALLY PATRICK, Milton
 - WM. D. LINDSEY, Greensboro'
 - CONRAD KRUISER, Salem
 - THOMAS SPARROW, Salisbury
 - DAVID PARKS, Charlotte
- And also, in Statesville, Morganton, Asheville and by Turner & Hays, Raleigh.
** Will the Editors in this State, favourable to the Education of youth, give the above a few insertions?
J. B. B.
Jan. 17, 1838, 13

Virginia State Lottery,

For the benefit of the Manumission Academy.
Class No. 1, for 1838.
To be drawn at Alexandria, Va. on the 3d February, 1838.
GRAND CAPITAL PRIZES.
\$35,294—\$11,764—\$6,000
5,000—\$3,000—\$2,500—\$2,361
100 Prizes of 1,000! &c. &c.
Tickets \$10—Halves \$5—Quarters \$2-0.
Certificates of packages of 25 Whole tickets 130
Do do 25 Half do 65
Do do 25 Quarter do 32 1/2

VIRGINIA STATE LOTTERY,

For the benefit of the Manumission Academy.
CLASS NO. 1, FOR 1838.
To be drawn at Alexandria, Va. on Saturday, Feb. 10, 1838.
SPLendid SCHEME.
\$30,000—\$10,000—\$6,000—\$5,000
\$4,000—\$2,500—\$2,000—\$1,743.
25 Prizes of \$1,000—25 Prizes of \$500!!
28 Prizes of \$300, &c. &c.
Tickets \$10—Halves \$5—Quarters \$2-50.
Certificates of packages of 25 Whole Tickets 130
Do do 25 Half do 65
Do do 25 Quarter do 3 1/2

STATE OF VIRGINIA RICHMOND ACADEMY LOTTERY.

CLASS 1, FOR 1838.
To be drawn at Alexandria, Va. on Saturday, Feb. 17, 1838.
MOST SPendid PRIZES.

- 1 Prize of \$40,000
- 1 do 10,000 Dollars
- 1 do 6,000 Dollars
- 1 do 5,000 Dollars
- \$3,000—\$2,500—\$1,940
- 50 PRIZES OF \$1,000! &c. &c.
- TICKETS \$10—HALVES \$5—QUARTERS \$2 1/2
- Certificates of packages of 25 Whole Tickets 130
Do do 25 Half do 65
Do do 25 Quarter do 3 1/2

STATE OF NORTH CAROLINA, WAKE COUNTY, Court of Equity, Fall Term 1837.

Sarah Carpenter
vs
Jas. Pennington and Wm. Daniel.
Bill of Injunction.
IT appearing to the satisfaction of the Court, that Wm. Daniel is not an inhabitant of this State.—It is therefore ordered, that publication be made in the Raleigh Register, for six successive weeks, that he do and appear at the next term of this Court, to be held for the County of Wake, at the Court House in the City of Raleigh, on the first Monday after the fourth Monday of March next, then and there to plead, answer, or demur to and bill of complaint of Sarah Carpenter. Otherwise, the same will be taken as confessed and heard *ex parte* as to him.
Witness, George W. Haywood, Clerk and Master of said Court in Equity, at Office in Raleigh, this Monday after the fourth Monday of September A. D. 1837, and in the 62d year of American Independence.
G. W. HAYWOOD, C. M. E.
SHERIFF'S SALE.

SHERIFF'S SALE.

I shall sell at the Court House in Lumberton on the 4th Monday of February next, so much of each of the following Tracts of Land as will be sufficient to satisfy the Taxes due thereon for 1836 together with costs and charges of advertisement, viz:

- A Tract of 1750 acres on Lumber River, adjoining McNeill and others, listed by Nevil L. Wilkinson, Administrator of John P. Little, \$3.05
 - 1050 Do on Lumber River adjoining Watson and others, listed by Thomas Lowrie, Administrator of Jas. Lowrie, 2.52
 - 750 Do on Ashpole adjoining Bullock & others, listed by Elizabeth Bullock for 1834 & 35, 6.26
 - 1383 Do on Buck Horn adjoining Council, listed by Jane Yates, 1.63
 - 300 Do on Middle Swamp adjoining McBryde and others, listed by Duncan McDougald for 1835 & 36, 4.96
 - 175 Do on Bear Swamp adjoining Smith and others, listed by B. Bullard Lockier, 89
 - 150 Do on Holly Swamp and Raff Swamp, adjoining Biggs, listed by John Willis for 1834 & 35, not listed for 1836, 72
 - 250 Do on Jackson Swamp adjoining Kenlaw and others, listed by Simon Burney for 1835 & not listed for 1836, 51
 - 100 Do on Ten Mile Swamp adjoining Bell and others, listed by Eleana Hammonds for 1835 & 36, 1.48
 - 350 Do on Flower's Swamp adjoining Griffin and others, listed by John Herriug, 85
 - 150 Do on Hog Swamp adjoining Purvis and others, listed by William Pitman for 1834, 35 & 36, 2.49
 - 100 Do on Ashpole adjoining Hunt and others, listed by Kenlaw Hunt for 1834 & 35, not listed for 1836, 2.20
 - 225 Do on Horse Neck adjoining M'Millan, listed by Malcom McMillan for 1834 & 35, not listed for 1836, 1.20
 - 150 Do on Buck Horn adjoining McMillan and others, listed by Daniel Black, 36
- THE FOLLOWING TRACTS ARE UNLISTED, VIZ:
- 65 Do on Little's Marsh adjoining Bethune, supposed to belong to Thomas Council, 24
 - 42 Do on Stage road near St. Paul's adjoining Davis and others, the property of Charles B. Jones, 20
 - 42 Do on Stage road near the above, adjoining Davis and others, the property of Charles B. Jones, 20
 - 42 Do on Stage road near St. Paul's adjoining Davis and others, the property of the Heirs of John W. Council, 20
 - 250 Do on Shoe Heel Swamp adjoining McMillan, the property of John M'Ray, 1.20
 - 50 Do on Lumber River adjoining Watson and others, owner unknown, 24
- Terms Cash.
NEILL McALPIN, Sheriff.
Robeson Co., Jan. 10, 1838. \$14 11—ts.

PROCEEDINGS OF THE STOCKHOLDERS

OF THE
RALIGH AND GASTON
RAIL-ROAD COMPANY.

RAIL-ROAD COMPANY.

At a General Meeting of the Stockholders of the Raleigh and Gaston Rail-Road Company, held at the Banking-house of the State Bank, on Monday, the 22d of January, 1838, on motion of D. CAMERON, Esq. JOHN D. HAWKINS, Esq. was called to the Chair, and E. B. FREEMAN appointed Secretary. Upon its being ascertained that a majority of the Stock was represented, the Meeting proceeded to business.

The Report of the President and Directors, together with that of the Chief Engineer, were submitted, and, on motion of CHAS. F. OSBORNE, Esq. ordered to be received and printed, with the accompanying documents, under the direction of the President and Directors.

The following Resolutions were offered by C. F. OSBORNE, Esq.

- Resolved, That the President and Directors be instructed to receive such subscriptions of Stock in the Raleigh and Gaston Rail-Road Company, as may be offered; provided such subscriptions do not in all exceed one million of Dollars.
- Resolved, That in the event of the whole amount of the Capital not being subscribed, the President and Directors be authorized to negotiate a loan for the deficiency, (convertible or otherwise, as they may think proper, on such terms as they may deem most advantageous to the interest of the Stockholders; and that they be further empowered to pledge the property of the Company for the guaranty of said loan, and the payment of its interest, and to employ suitable agents.
- Resolved, That the proceedings of the President and Directors, in letting out the remainder of the Road to Raleigh, be unanimously approved, and that they be desired to prosecute the work as rapidly as possible, consistently with its durability and the interests of the Stockholders.
- Resolved, That the President and Directors be requested to apply to the next Session of the Legislature of North Carolina, for an increase of the Capital Stock of the Company, to the amount of one million and a half of Dollars, and for such other aid as they may deem most consistent with the interests of the Stockholders.
- Resolved, as the opinion of the Stockholders, that it is of the greatest importance to the success of this work, that the Road should be extended to Columbia, South Carolina, and that they will use their utmost efforts to insure its extension to the South-Carolina line.
- Resolved, That the Report of the Committee appointed to examine the accounts and vouchers of the President, be approved and adopted, and that he be directed to balance the Books, pursuant to the recommendations of said Committee.
- Resolved, That in future the Annual Meeting of the Stockholders be held on the first Monday in June in each and every year.

Which were unanimously adopted.

The Meeting then proceeded, on motion of Mr. OSBORNE, to the election of a President and five Directors. WM. BOYLAN and SAMUEL S. DOWNEY were appointed to superintend the balloting.

The Committee reported that the following persons were elected: GEO. W. MORDECAI, President; Duncan Cameron, Wm. Boylan, Joseph W. Hawkins, Chas. Manly and Thos. P. Devereux, Directors.

On motion of DUNCAN CAMERON, Esq. a Committee consisting of WM. ROBARDS, WM. PEACE, and ALFRED JONES, or a majority of them, was appointed to examine the accounts of the President, and report to the next Annual Meeting.

On motion of Mr. GARNETT, the following Resolution was adopted:

That we feel a lively interest in establishing a communication by Rail Road with the West, and invite the co-operation of our fellow-citizens of Salisbury and the adjacent country, in procuring a Charter from the Legislature, for that purpose.
The Meeting then adjourned.

REPORT OF THE PRESIDENT.

In submitting to the Stockholders the following REPORT of their proceedings since the last Annual Meeting, the President and Directors deem it not amiss, briefly to advert to the state of affairs and the condition of the work at that time.—It will be seen on reference to the Report then made, that the Road had been located as far as Tar River, and the greater part placed under contract. From the severity of the winter, but little work had then been done. As soon, however, as the Spring opened, the work was vigorously prosecuted, and we have the satisfaction of stating that, with a single exception, the contractors have thus far complied with their engagements. The grading of 48 miles of the Road is now completed, with the exception of a few hundred yards, and the work executed in a manner highly creditable to the contractors and the Engineers entrusted with its supervision.—The soil is admirably adapted to the construction of a Rail-Road; and the cuts are generally free from water. The banks on the first nine miles of the Road, from Gaston to Littleton, having been thrown up a sufficient time to become firm, it was thought advisable to lay down the superstructure on this section at once; so that it is now ready for use as soon as the Bridge across the Roanoke shall be completed. On the remaining 38 miles, the timber has all been delivered and dressed, ready to be laid down as soon as the embankments shall have become sufficiently settled, from exposure to the Winter's frost.

The Bridge at Gaston, which had just been commenced at the last Meeting, is now completed within a span and a half, and would have been ready for the cars on the first of January, but for our disappointment in receiving timber which had been contracted for and procured on the lower Roanoke; but, owing to the low water in the River, and the difficulty in obtaining means of transportation, it could not be brought up in time, notwithstanding every effort to do so. This difficulty is now removed, and the Bridge will be speedily completed. The iron, which was ordered, has all arrived, and is ready to be laid; and we see no reason why the whole 48 miles should not be ready for transportation by the first of June, though experience has made us somewhat cautious in giving any pledges to the public on this subject.

On the Road between Roanoke and Tar River, there are five Depots, viz:—at Littleton; at Brown's, five miles north of Warrenton; at Lambkin's, opposite Warrenton; at Twitty's, and at Henderson, about three miles south of the Chalk Level; all of which, with the water stations and wood houses, are nearly finished.

The Land damages have, with one or two exceptions, been liquidated in the counties of Warren and Granville; but in Halifax, though proceedings have been instituted, the difficulty of procuring suitable Commissioners to act, has, as yet, prevented their being adjusted. This has been increased, by the omission in our Charter to provide compensation for the services of the Commissioners. We hope, however, they will soon be settled, and that those who, for the purpose of enhancing their damages, have pretended such hostility to this

work, will then cease their opposition. In Franklin and Wake, steps will be taken at the ensuing Courts, to condemn the lands of those with whom we cannot effect compromises.

The line from Tar River to Raleigh has been located.—After crossing the River below Chavis' Ford, it runs by Presley Person's, near Winston & Kearney's Store, crosses Cedar Creek and the two Brandies, runs through Wake Forest, along by the Baptist Institute and Alston's Store, crosses Neuse River, near Wm. B. Dunn's, thence by Robert Jeffrey's, crosses Crabtree about 250 yards below Jones' Bridge, thence crossing the Stage Road at the Pigeon House, it enters Raleigh in the rear of Thomas P. Devereux's, and terminates at Halifax Street, in the ravine between Mr. Devereux's and the Eagle Hotel. For a more particular and minute description of this location, we beg to refer to the detailed Report of the Chief Engineer, which accompanies this. Believing that the interest of the Stockholders would be greatly promoted by the speedy completion of the Road to Raleigh, and finding that contracts could be made on more favorable terms at that time than any subsequent period, immediately on the completion of the grading on the first division, it was determined to go on with the work. The whole line to Raleigh is now under contract, and the contractors have commenced operations. This course will, we hope, meet the unanimous approbation of the Stockholders.

It was never contemplated or expected by any one, acquainted with the work, that the sum originally subscribed would be sufficient to complete this undertaking; and it is now evident, that the whole Capital of one million will be insufficient for that purpose. It will be necessary, therefore, for the Stockholders, at the present meeting, to adopt some measure for the increase of the Capital, to enable us to comply with our contracts.

As the scheme would be incomplete, were we now to stop short, and the value of the Stock be thereby materially affected, we cannot doubt that they will adopt any practicable plan which can be devised for raising the means of carrying on the work. To effect this, three modes have suggested themselves. By the terms of our Charter, the original subscribers are first entitled to take the residue of Stock unsubscribed. The first plan then would be, to offer to apportion the remaining Stock among the present solvent Stockholders, according to the amount already held by them. This would, in some instances, operate unjustly and oppressively, as many may have made large investments in the first instance as their means would enable them to do; besides, we think this could only be done by the unanimous vote and consent of the Stockholders, and it is on that account further objectionable, as it would be difficult, if not impracticable, to obtain this.—To comply, however, with the provisions of our Charter, the offer can be made to the respective Stockholders, who can then accept or reject it at their option.

The next and most obvious plan, is to re-open Books of Subscription for filling up the amount unsubscribed. Had the condition of the country continued as prosperous and flourishing, and the facilities for obtaining money as great, as at the commencement of this work, we might calculate with certainty upon the success of this measure, and that the same anxiety to possess our Stock, which characterized our first movements, would be again manifested; for nothing has occurred to diminish our confidence in the ultimate success of the undertaking. But owing to the sudden and unfortunate revulsion which has taken place in the pecuniary affairs of the country, (from causes unnecessary to be here alluded to,) Stocks of every description have undergone a very considerable decline; and, from the difficulty of procuring money, are no longer sought for with the same avidity as formerly. Our largest capitalists find it inconvenient to meet their existing engagements, and those having the command of money have so many opportunities of making investments affording immediate and exorbitant profits, that but few can be found to take Stock in incorporated Companies, however flattering their prospects may be. From these causes we apprehend here may be some difficulty in obtaining subscriptions for the whole remaining Stock. This can, however, be attempted, and in the event of its not succeeding, it is then recommended to the Stockholders to vest the Board of Directors with authority to make a convertible loan or loans, to the amount of the residue of the Capital Stock, and to pledge the property of the Company for the payment thereof. This plan, if sanctioned by the Stockholders, is believed to be more practicable than either of the others; for, while the scarcity of money is so great in the United States, it appears to be abundant in England, and Capitalists there are seeking investments far less profitable than this would be. As soon as confidence in American credit shall be restored, which we are pleased to say is daily increasing, and a sufficient portion of our Road shall be in operation to afford a guaranty for the loan and the payment of its interest, we have every assurance that it can be effected there, if not in this country, and we are confirmed in this belief by our knowledge of the fact, that several Rail-Road Companies in the United States have already negotiated loans in England to a considerable amount, none of them giving better security than we can offer. We would, therefore, recommend that the President and Directors be instructed, in the first place, to receive additional subscriptions for Stock to an amount, not exceeding in all one million of Dollars; and, in the event of the whole not being subscribed, that they be authorized to negotiate loans convertible, or otherwise, as they may think proper, for such sum as may be required to increase the whole capital of the Company to one million of Dollars; and, for that purpose, that they be empowered to employ suitable Agents. The interest of the Stockholders, regarding them merely as such, the benefit to the country and the whole success of the work demand its extension, and we are therefore satisfied that the Stockholders will adopt any means in their power to effect this.

A line of Coaches commenced running between Gaston and Fayetteville during the last spring, and, although the change of times has caused a considerable reduction in the number of travellers, it has received a fair proportion of public patronage. From the experience gained from this, we are satisfied that the want of facilities is the only obstacle to the diversion of the greater part of the southern travel along this route. These will be greatly increased by the completion of our Road to Raleigh, and if two good lines of Coaches shall then be established, the one leading South to Columbia and Augusta, and the other, Westwardly to Salisbury, there to connect with the Tennessee and Piedmont lines, we have little doubt that the principal part of the Southern and Western travel will find its way to this Road. It may not be irrelevant to improve here, to draw a comparison between the present travelled routes from the South and Southwest to Baltimore, shewing the difference in the distance by them respectively. Taking Milledgeville, Geo. as the starting point, the distance from that place to Baltimore, by the Piedmont, the most direct route, is 692 miles—the whole of which journey, as far as Potomac Creek, is performed in Coaches. The distance from Milledgeville, via Augusta, Columbia, Fayetteville,

work, will then cease their opposition. In Franklin and Wake, steps will be taken at the ensuing Courts, to condemn the lands of those with whom we cannot effect compromises.