

# Virginia Free Press

## AND FARMERS REPOSITORY

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CHARLESTOWN, JEFFERSON COUNTY, THURSDAY, MARCH 17, 1831.

NO. 3.

### POETICAL.

#### THE FALSE ONE.

BY T. R. BAILEY.

I knew him not, I sought him not—  
 He was my father's guest;  
 I gave him not an ankle more kind  
 Than those I gave the rest;  
 He sat beside me at the board,  
 The choice was not my own,  
 But still I never heard a voice  
 With half so sweet a tone.

And at the dance again we met—  
 Again I was his choice—  
 Again I heard the gentle tone  
 Of that beguiling voice!

I sought him not—he led me forth  
 From all the fairest there,  
 And told me he had never seen  
 A face he thought so fair.

Ah! wherefore did he tell me this?  
 His praise made me vain;  
 And, when he left me, how I long'd  
 To hear that voice again!

I wonder'd why my own pursuit  
 Had lost their wonted charm,  
 And why the path was dull, unless  
 I went upon his arm.

Alas! I might have guess'd the cause—  
 For what could make me sham  
 My parents' cheerful dwelling-place  
 To wander all alone?

And what could make me braid my hair,  
 And study to improve  
 The form that he had deign'd to praise—  
 What could it be but love?

Oh! little knew I of the world,  
 And less of man's career;  
 I thought each smile was kindly meant—  
 Each word of praise sincere!

His sweet voice spoke of endless love—  
 His hand and his eye  
 And little dream'd I how oft before  
 That sweet voice had deceived.

He smiles upon another now—  
 And in the same sweet tone  
 He breathes to her those winning words  
 I once thought all my own!

Oh! why is she so beautiful?  
 I cannot blame his choice—  
 Now can I doubt the will he won  
 By that beguiling voice.

### INTERNAL IMPROVEMENT.

#### LETTER.

FROM C. W. WEAVER, Esq. Superintendent of the Baltimore and Ohio Rail-Road, to Col. JAMES HIRTS, Esq. of this county.

My Friend,  
 In the Virginia Free Press of the 2d of this instant, I observe the proceedings of a meeting of the Board of Directors of Jefferson County, over which you presided, in relation to the opening of an improved communication through the great and fertile valley of the Shenandoah, either by a rail road or a canal, as may seem most meet to the Legislature of your State. And in the same paper, a canal is highly recommended by Gen. Mercer, the President of the Chesapeake and Ohio Canal Company, and James M. Hite, of Guilford.

General Mercer says, "knowing your country as I do, I would recommend to you a canal, never less than 25 feet wide, nor less than five feet deep; to be extended wherever practicable, without much additional cost, to a width of sixty feet; where the ground favors it and you have water enough."

He then gives very good reasons in favor of large canals, and proceeds—

"Such a canal, I have recommended, in your country, I presume, not exceed in cost \$10,000 a mile; and if its aqueducts have wooden trunks, and its locks be constructed of wood and stone, its cost would be considerably lessened."

As well as I can now recollect, the canals of Pennsylvania were estimated to cost about that sum per mile. But what has been their actual cost? I find from the last report of the canal commissioners of that State, that one has cost upwards of thirty-two thousand dollars; and two less than twenty thousand dollars a mile.—one of those two, viz: the North Branch division, cost \$17,215 a mile; and the other, the West Branch division, cost \$17,215 a mile. The average cost of all the State canals of that State, has been upwards of \$24,000 a mile.

The West Branch canal, which has been the least costly of all the Pennsylvania State canals, is thus described by the commissioners.—"No part of this division can be classed as difficult.—The river bottoms are very wide, their slopes gradual, the lands generally cleared, very little rock is met with. The soil is sandy loam and gravel—of course the excavation is easy—the lockage is very inconsiderable. The width of the canal at bottom is twenty-eight feet; forty feet at top water line, the depth four feet; in its course there are six lift locks, and one guard lock—all constructed of wood and stone—they are seven feet wide, and ninety feet long. The whole rise and lockage is forty-one feet. The original estimated cost of the construction of this branch of the canal, made in August, 1825, was one hundred and ninety-seven thousand eight hundred and fifty-one dollars, (\$197,851). The canal was filled for navigation in November, 1830. The actual cost of this division, excluding damages to land, is now found to be four hundred and

twenty-one thousand seven hundred and seventy-one dollars."

This canal is only 23 miles long to the feeder dam at its upper end; but it then creates a mile and a quarter of stock water navigation, along which a towing path has been constructed.— Thus the whole length of navigation produced by the expenditure of \$423,771, is 24 1/2 miles, and cost at the rate of \$17,215 a mile.

Your acquaintance with the margin of the Shenandoah river, will lead you, I am persuaded, at once to coincide with me in opinion, that as favorable ground for the construction of a canal as that above described, cannot be found there; and I much fear that if a canal be there constructed, of the dimensions recommended by General Mercer, its actual cost will be very much more disproportionate to his estimate, than has been the actual cost of that canal to the estimate made of it in 1828.

General Mercer admits that that part of the Chesapeake and Ohio canal, from tide to Harpers Ferry, is now estimated to cost at the rate of \$30,000 a mile, and that the whole eastern division, viz: from tide to Cumberland, a distance of 186 1/2 miles, it is not expected will exceed in cost \$25,000 a mile. These sums are yet but estimates, the accuracy of which, the completion of the canal will test.— If I am not mistaken, the report of the President and Directors of the Canal Company, made shortly after a portion of the canal was put under contract, stated the cost per mile at considerably less than is now estimated.

My great desire that a rail road should be constructed through the fine valley of the Shenandoah, instead of a canal, because I believe it to be a vastly superior communication, must be my apology for troubling you at this time, for the purpose of doubting the estimate which has been made of the cost of a canal on that river, and recommending to you, most decidedly, the adoption of a rail road. As Mr. Knight's Report, which I enclose, sets out the relative advantages of those two modes of communication, in a most lucid, able, and unanswerable manner, I forbear enlarging on the subject. Will you be pleased to cause it to be published in the Free Press, that the citizens of Jefferson County may have an opportunity of seeing something in favor of rail roads as well as of canals. Yours, sincerely,  
 CASPAR W. WEAVER.

JAMES HIRTS, Esq., Superintendent of the Baltimore and Ohio Rail-Road, to Col. JAMES HIRTS, Esq. of this county.

#### REPORT.

FROM THE ENGINEERS OF THE BALTIMORE AND OHIO RAIL-ROAD COMPANY.

BY THE HOUSE OF DELEGATES, JANUARY 1831.

Ordered, That the Committee on Internal Improvement be instructed to inquire into and report the relative expense, benefits and facilities of constructing Rail Roads and Canals; with a view of ascertaining to which of these means the funds of the State (so far as they may hereafter be appropriated to such works of Internal Improvement) can be most judiciously applied, both as regards the revenue to the State, and the advantages to be derived to citizens generally.

ANNAPOLIS, JAN. 19th, 1831.

Gentlemen,—I enclose you a copy of an Order referred to the Committee on Internal Improvement—and request you will furnish such information upon the subject matter, as you may deem important to the Committee to enable them to make a correct report thereon. Respectfully, your obedient servant,  
 ARCHIBALD LEE, Chairman.  
 Com. on Int. Imp't.

Office of the Baltimore and Ohio Rail-Road Co.,  
 27th January, 1831.

In compliance with your request, under date of the 19th instant, and in obedience to an order of the House of Delegates, passed on the 11th, requiring the Committee on Internal Improvements to inquire into and report the relative expense, benefits and facilities of constructing Rail Roads and Canals, with a view of ascertaining to which of these means the funds of the State can be most beneficially applied. I now inclose a communication, illustrative of these several subjects, from the Chief Engineer of the Baltimore and Ohio Rail-Road Company.  
 I am, &c. &c.  
 P. E. THOMAS, President.

Engineer-Office of the Baltimore and Ohio Rail-Road,  
 JANUARY 24th, 1831.

In accordance with your request, I submit the following observations in regard to the comparative merits of Canals and Rail-Ways, so far as relates to their expense, facilities of construction and benefits, to the State of Maryland, in point of revenue as well

as of general advantages, to the citizens.

First, *Comparative expense.*—As a Canal and a Rail-Road cannot both be constructed between any two points on the same identical route, the evidence by which we are to judge of their comparative expense on a given line must consequently be that of an estimate for each; or by an approximate conclusion drawn from analogy. I know of but one route on which careful estimates have been made at the same time both for a Canal and for a Rail-Road. The route here alluded to is along the Potomac River to the Point of Rocks at Harpers Ferry, or at least so much of that route as was included in the narrow passes.

These estimates were made by N. S. Roberts and myself, as Commissioners appointed by the Chancellor of Maryland, to examine and survey the ground with a view to the location of the Chesapeake and Ohio Canal, and the Baltimore and Ohio Rail-Road along that line.

In the first place a route was run for the Canal and an estimate made of it, without any regard to the Rail-Road. In the next place, a route was run and estimated for the graduation and masonry of the Rail-Road, with a view to three sets of tracks through the same narrow passes, without any regard to the Canal.

From these estimates, therefore, adding to the estimates for the Rail-Road, an average price for the laying of three tracks of Rail Way on the graduated surface so to be prepared, we arrive at results which will give the comparative probable expense of both the Canal and Rail-Road.

The Canal was assumed to be of such dimensions that with a depth of water of six feet, its cross section should contain an area of 360 square feet. The breadth of the graduation for the Rail-Road was to be thirty feet.

*Estimates for the Canal.*

Lower Point of Rocks, length 3024 feet	cost,	\$45,000
Upper Point of Rocks, length 2153 "	"	25,123
Millers' Narrows, " 3032 "	"	30,028
Harpers-Ferry Narrows, " 1130 "	"	28,102
Total,		\$128,153
Add 10 per cent. for superintendence, &c.		12,815
Amounting to		\$140,968
Equal to \$70,484 per mile.		

*Estimates for the Rail-Road.*

Lower Point of Rocks, length 3127 feet	cost,	\$12,472
Upper Point of Rocks, " 2153 "	"	9,716
Millers' Narrows, " 3500 "	"	16,879
Harpers-Ferry Narrows, " 1100 "	"	5,556
Total,		\$44,623
Add 10 per cent. for superintendence, &c.		4,462
Also, for three sets of Tracks on a length of 11,134 feet, \$5,000 per mile, per track, including superintendence, &c.		31,691
Amounting to		\$80,751
Equal to \$38,375 per mile—but with a double set of tracks, the cost of the Rail-Road, when completed, would be \$53,294 per mile.		

In relation to the foregoing estimates the following remarks may be made:—

1. The estimate for laying the rail track is assumed equal to the actual cost of that of the Baltimore and Ohio rail-road; which has been laid with the use of wood string pieces and stone blocks. According to the experience which we have already had, the substitution of wood sleepers for the stone blocks would result in a cost of \$4,000 per mile—and the use of stone sills in lieu of either, would result in about \$6,000 to \$8,500 per mile, as the cost of a single track is stated in the estimate.

2. The estimate for the canal, above stated, do not include any Lockage, though there will be about forty feet of fall to provide for by locks, between the Point of Rocks and Harpers Ferry. Nor is the cost estimated for lining the interior banks of the canal with stone, a precaution, without which, such a work cannot be considered as finished. This conclusion results from experience had on the New York Erie canal.

3. The estimate of this latter item would perhaps be about \$5,000 per mile—to which must also be further added the proportional expense per mile for the requisite Lockage.

4. On the whole, therefore, whether we take the estimates as already stated, or with such additions as will make them of the most permanent character, still the ratio of the probable expense of their construction will on the ground here estimated be about as two for the canal to one for the rail road.

I have not seen the last estimates for the canal on the intermediate grounds, and therefore cannot institute so strict a comparison with regard to them.

My opinion is, that in the most favorable ground along the river bottom, the expense of the canal would exceed that of the rail road from 25 to 50 per cent.

In relation to other routes.—Until we have definite calculations for a greater variety of instances in this country, than we are yet able to lay before the public in relation to this question, we can only offer

our opinions upon the limited data within our reach.

In the report of the U. S. Board of Int. Imp't, the cost of constructing the Chesapeake and Ohio canal from Georgetown to Cumberland, was estimated at about \$8,000,000. Its true, other estimates have since been made reducing the amount perhaps to about \$5,000,000. But it is understood, that as far as the construction of that work has been prosecuted, the latter estimate has been found to be wholly inadequate; and I am of opinion that, unless the dimensions shall be contracted, or the work be made less permanent in its character, the estimate first mentioned will not be far from the amount which that work will actually cost should it be completed to Cumberland. It is confidently believed that the cost of the rail road to Cumberland, inclusive of the extraordinary expense of that portion of it between Baltimore and Ellicott's Mills, will not exceed \$5,000,000.

The estimate made by the same Board for the entire canal from Georgetown to Pittsburgh, amounted to about \$23,000,000. It is conceived, that the cost of the rail road would not be one half of this amount; and it might not exceed a third of it. The stupendous reservoirs and Tunnels and the numerous Locks which have been considered necessary in crossing the mountains in the middle division of the canal, and the comparatively insignificant expense of inclined planes and stationary steam power, substituted.

It is believed that the expense of constructing a canal from Baltimore to the Point of Rocks, would be double what the rail road between the same points will cost.

The estimate reported by Dr. Howard for a canal from Georgetown, D. C. to Baltimore, the length being 444 miles, amounted to about \$2,500,000. It is not doubted that that half of this sum would be more than ample for a rail road.

Upon the whole, I infer, that over rough and difficult grounds, yet such as have been pronounced practicable for a canal, the cost of the canal would be about from 50 to 100 per cent. more than that of a rail road—the former to be as spacious as such grounds, and the latter to have a double set of tracks, and that on the most favorable grounds, the expense of the rail road for such works, the ratio of expense may be expected to vary from an equality to 50 per cent. in favor of rail roads.

Second, *Facilities of construction.* The answer to this part of the inquiry may be considered as almost included in the preceding one. It may, however, be added, that by reason of the supply of water necessary for canals, their number, extent and locality, will necessarily be much more limited than rail ways. It may also be recollected, that the minimum discharge of running streams become less as the country advances in Agriculture and Manufacturing improvements.

Rail roads can be constructed advantageously over a considerable variety of inclination and character of surface, impracticable for canals, and their branches can be made to penetrate the most rugged and difficult mountains, where lockage would be very great and the supply of water for canals totally insufficient, but where extensive Iron and other Manufacturing establishments may be located.

Third, *Benefits to the State and advantages to the Citizens.*—The benefits and advantages both to the state and to the citizens composing it, if it is conceived, will be greater from the rail road than from the canal system.

The following observations are offered in support of this opinion:—

The capital invested in a given line of Rail Roads and Canals, will in case be greater, in the first, and will often be nearly half of what the latter would require, whilst the speed on the former may be four times as great as on the latter. The resistance from friction is equal through equal spaces, whatever may be the velocity. The resistance to fluids increases down to the point of equilibrium, in a ratio more than in proportion to the velocity, whether it be a boat or a car, and as the density of water is to that of the air, as 800 to 1, therefore the resistance from water will be 800 times greater than the resistance from the atmosphere, with an equal velocity. It is not likely, therefore, that velocities on rail roads will often be so high, as to require a calculation for atmospheric resistance, whilst the law by which the resistance of fluids increases causes that resistance, in a medium so dense as water, soon to be in equilibrium with any impelling power which can be employed.

The force of the wind and of steam has been the most successful in propelling vessels upon water, but the maximum velocity under the most favorable circumstances (not in Canals, but in seas, bays and large rivers, is not known to have exceeded 13 miles per hour, whilst on a Rail-way, in the present, yet almost infant state, of that kind of improvement, more than four times that velocity is known to have been attained.

The inference therefore is, especially if Canals are to be preferred for their intermediate land by means of Rail roads will take place with quadruple the velocity than can possibly be attained upon water. I say possibly, for if any one should say, it is impossible, it will yet be made in the conveyance upon land. The law of resistance is decisive of this matter, and being a law of Nature, it must always continue to operate.

Seeing therefore that the capital invested will be less, and that the velocity and the movement will be vastly greater on a Rail

road, than on a canal, it is not to be doubted that the velocity is considered, that the capacity of rail ways will be ample for all the wants of trade and intercourse, what can prevent the advantages of a rail way being as great, nay greater, to the State, and to the community, than those to result from a canal.

If it be said that goods can be conveyed cheaper on a canal, it may be remarked, that the abundance of fuel in this country will always give to steam a preference as the cheap moving power, and that this agent will secure to rail ways their full effect, and cannot fail to place them preeminent above all other modes of inland communication. A Locomotive Engine and its train conveying 30 tons of goods 120 miles in a day, would cause a daily expense of about \$10. This would be 3600 tons conveyed one mile for ten dollars, that is at the rate of 270 or a little over 1 1/4 of a cent per ton per mile. The operation of the Locomotive at Charleston, S. C. will justify this conclusion, without reference to what has been demonstrated in England.

The cost of transporting coal on the Hudson and Delaware canal during the last season, was \$1.50 per ton, exclusive of any charge for toll—the length of this canal is 108 miles. The Engineer stated, however, that the Company expected to reduce the charge to \$1.25, which would be at the rate of 1 1/16-100 cents per ton per mile. This canal has considerable lockage, but not more than an average quantity. The larger dimensions, however, of the Lehigh canal, and of the Chesapeake and Ohio canal, would (if we except the mountain section of the latter, in which the quantity of lockage will be unprecedented) show the charge for transportation to be less than it is to be on any canal, or on any canal to be less than 1 1/2 a cent per ton per mile.

It would appear therefore, that the cost of transportation will not be greater, but may probably be less, or even one half of a rail way, with Locomotive Engines, than it can be on the best canal; and the capital invested being less, the ratio may also be less.

Therefore, whether we regard the amount of revenue to be derived, or the facilities and general advantages to the citizens to result from the canal or the rail road system, it will follow that rail roads must have the preference.

This preference will be rendered more decisive when we reflect that a canal generally occupies the most valuable lands, and that it requires a much greater quantity of land for itself, its feeders, dams and reservoirs,—that it interferes with the drainage of lands, and drainage and damages the hydraulic improvements connected with the manufacturing industry of a country, and that it necessarily impairs the powers of production, whether present or prospective,—that it considerably interferes with the free access and intercourse to the lands on which it is located, and by lying upon its opposite sides, and tends to prevent the location and use of roads where public or private convenience might require them across the route of the same,—that from the combined effects of floods, breaches, repairs, drought and cold, the average duration of its usefulness is so easily and so much increased to about one half of the year,—and that the navigation is tardy when in operation, being too slow for the transit of light goods, or for the conveyance of passengers, mails, or messengers,—that the rail road requires a less width of ground, and none that may be required for feeders, dams, or reservoirs, and will not so frequently occupy the best lands, it does not use, or interfere with the streams and waters employed or which may be employed for irrigation, or for any hydraulic, or manufacturing purposes, but on the other hand, adds to them water, and thus immediately increases the resources and wealth of the country, and in turn the business and revenue upon the road is consequently thereby become increased,—that it interferes comparatively in a very small degree, if at all, with a free passage over the country, and is easily removed or altered, or for other purposes, or for other intercourses, or for other private roads, whether existing or hereafter to be located,—that breaches will be rare and their effects to prevent the use of the way will be so temporary that very little 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tions, to overcome which would require very deep cutting, aqueducts or other expensive erections. An inspection of the map would almost satisfy me, that his estimate of the cost per mile of a canal 35 feet wide and 5 feet deep, is not too low, and I am persuaded that an actual survey will confirm it.

The third plan which has also its advocates, is to construct a railroad from Harper's Ferry to Washington in the most direct and practical route. Could this be effected it would be an important link in the line of communication between the Chesapeake and Ohio, through Staunton, over a deep ravine, near the Alleghany, near the White Sulphur Springs, and down the valleys of the Greenbrier and Kanawha; and might furnish a strong inducement to the State to complete it, and thus command the whole trade of the South West, including East Tennessee and Alabama, which it could divert by means of connecting lines to its various towns, in sufficient quantities to fill them to overflowing, and still leave enough for the Patuxent and Potomac. The cost of such an improvement (I mean from Harper's Ferry to Staunton) must be matter of conjecture only. It consists of two items, the rails and the foundation. The total cost of the rails of a single track laid on wooden sleepers, including horse path, on a part of the Baltimore road, was \$4,230 67 cents per mile, and for a stone block-rail-way, \$5,115 67 cents. Where the materials are convenient and cheap, these sums might be reduced to four and five thousand dollars respectively. The cost of the foundation, that is, the graduation of the third division of the Baltimore road, including a distance of 17 miles and some poles, is estimated and in part contracted for, at \$7,001 28 cents per mile. The estimate of the whole cost of the Petersburg road, (a work which like the former ought never to be mentioned without paying the just tribute of praise to the public spirit of its projectors and supporters) is, I think, little more than \$10,000 per mile, and contracts, it is said, have been actually made for less than the estimates. Taking these facts as data, and considering the slight elevation of country along the Shenandoah; the few tributary streams which it would be necessary to pass by culverts, viaducts or bridges; the abundance of materials, whether iron, stone, timber or lime, near its shores; the cheapness of provisions, and the knowledge and experience acquired in the construction of rail-ways, which might be brought to the aid of this, I should not imagine that \$12,000 per mile, is too low an estimate of its entire cost, especially as the cost of a single track from Elkton's Mills to the Point of Rocks, a distance of 53 miles, will not probably exceed \$15,000 per mile. Should this conjecture approximate the truth, considerations might be urged of great weight in favour of this plan of improvement. The cost of transportation apart from the toll, is less on a rail-road than on a canal. Mr. Mercer estimating the latter at one cent, and Mr. Crozet the former at three-fifths of a cent per ton per mile. The tolls to produce the same revenue, would not be greater, unless the cost of the road was at least a third more than that of the canal, because a considerable revenue would be yielded by it from the travelling, and probably from the transportation of the mail. Its adaptation to these purposes constitutes another of its important advantages. The celerity with which burdens of very great magnitude are transported, is also a principal one, and in particular states of the market, would be decisively in favor of the agriculturist. It is proved by actual experiment upon the Baltimore road that an average speed of ten miles an hour may be easily secured, and recently a locomotive engine took 51 tons 11 cwt. of produce from Liverpool to Manchester (equal to 515 barrels of flour) at the rate of 12 1/2 miles an hour. What would a substantial farmer, making 2500 bushels wheat, think of carrying his whole crop to Baltimore in one day, returning the next with his plaster, iron and groceries?

A canal or river improvement is sometimes obstructed for a considerable time by ice, &c. but a rail-road never more than a few hours. This has just been demonstrated near Baltimore, by the facility with which in a single day the track has been cleared, and the cars put into operation, notwithstanding the snow was in some places more than ten feet deep. Above all, science and human ingenuity, seem capable of introducing greater improvements both in the construction of rail-ways and the application of the moving upon them than in any other mode of transportation. Since the commencement of the Baltimore and Ohio rail-road, Wing's car has been introduced, combined cylindrical and conical wheels for the purpose of turning curves invented, locomotive steam engines improved by increasing their speed and reducing their weight, and other minor discoveries made, enhancing the advantages of rail-ways, and silencing many of the objections formerly urged against them. How far these improvements may be carried, it is impossible to foresee, but in contemplation of them, and in instituting a fair comparison between different plans of improvement, it ought

not, lastly to be forgotten, that while a canal or river improvement cannot be enlarged without considerable additional expenditure, a rail-way on an inferior scale at first, may facilitate its further improvement.

I have made these remarks to excite inquiry, and because your intelligent correspondent seems to contemplate but one plan of improvement, whilst the Charleston meeting alluded to in the preceding article, contemplated two, which is preferable. Whichever is ultimately adopted, it will become the advocates of the others to acquiesce in the decision, and to unite cordially in its support without regard to local interests, as they are not to be considered. That either is attainable by the application of the individual resources of the persons concerned, even without the assistance which may be reasonably expected from the State, I have no doubt, and that it would be their interest, thus to apply them, I think is demonstrable.

There are farmers in Frederick who sell from one to two thousand barrels of flour, and many others from four to six hundred, the transportation of which now costs a dollar a barrel, and would higher up the river the difference will be greater. Let them subscribe a sum the interest of which will amount to only one fourth of this saving and the work will be done.

Again, the cost of transportation is most be recollecting is a deduction from the clear profits of the farmer, and in estimating its effect upon the price and value of land, we must consider the proportion it bears to those profits, and not to the whole price of the article produced. For the sake of illustration let us suppose the cost of producing a barrel of flour to be \$3. If the farmer gets for it only four dollars, its transportation costing him one, he makes nothing, and his land, so far as respects that production, is absolutely valueless. If he gets five dollars, his profit is one, and if he can lessen the cost of transportation 50 cents, his profit is in that case increased 50 per cent, and his land, so far as respects that production, is really raised in value that amount. Assuming these principles, it is a very moderate computation to say, that all the lands in Frederick within a convenient distance of the improvement, would be raised in value by it at least 25 per cent, and higher up the valley in greater proportion. Let the land holders then, in consideration of this advantage, subscribe a half, or a fourth, or even a fifth of such augmented value, and the work will be done. Moreover they would send to market many articles which now will not bear the cost of transportation, such as lumber, hay, &c. They would get a larger price for their produce by creating a better market, and attracting to it more capital, and their return loads would cost them less by the difference in the cost of transportation. Let them subscribe the amount of these savings and the work will be accomplished.

They are urged to do this by every consideration of interest, even if they should sink the whole amount of their subscription. But there is reason to believe that the stock would be valuable, and that even capitalists having no interest in the soil, would be justified in taking it, with a fair prospect of remuneration.

I have heard it conjectured that there are manufactured in the county of Frederick alone, more than 130,000 barrels of flour. The counties of Augusta, Rockingham and Shenandoah, and that part of Jefferson which would transport its produce through this channel, are also great producers of wheat, and its cultivation would be vastly increased, if the cost of transportation could be materially lessened. Add to this, the produce which might be expected to come even from the east of the ridge to some parts of the line, the quantity of bulky articles to which a new market would be opened, and the return loads of iron, salt, plaster and other merchandise; and it is not perhaps, extravagant to suppose that 75,000 tons would be conveyed to and from market, and some persons have thought that there would be more. Assuming 60 miles as the average distance it would be carried, and the toll to be \$1 30 cents per ton, equal to two cents per ton per mile, it would produce a revenue of \$94,000 giving an interest of 6 per cent, on the expenditure of a million and a half of dollars, which is more than the probable cost of the most expensive improvement contemplated. I invite gentlemen who are better acquainted with the resources and productions of the country, mineral and agricultural, to correct these rude estimates, for which I acknowledge I have not sufficient data.

Objections, such as the one mentioned by Mr. Mercer, which he justly terms a vulgar prejudice, will be urged to every plan of internal improvement requiring individual contributions. Some are disposed to adopt the selfish principle of waiting for others to do the work, that they may enjoy the benefit. Others fold their arms and call upon the General and State Government to undertake it. That some prompt and energetic effort is urgently required in this and other sections of the State, to improve the advantages which nature has bestowed, and to regain the relative rank which the Old Dominion once enjoyed among her

sister States, must be obvious to all. And I am one of those who think that such an effort to be successful must proceed from individuals, and be mainly supported by their contributions. The State will, I doubt not, do its part. But let us show a disposition to put our own shoulders to the wheel, before we call upon Hercules. Then I am persuaded our call will be liberally answered. Your obedient servant,

RICHARD E. PARKER.

**Rail Road to Harpers-Ferry.**—Some of our citizens have taken up the project of a Rail way to Harpers-Ferry with a degree of zeal and energy which if seconded as it should be by others equally interested, cannot fail to command success. The entire cost of the work is estimated at \$300,000—nearly \$40,000 have been already subscribed in Winchester, and there is every reason to believe that the amount of subscriptions here will not fall short of \$60,000. Our country friends may be expected to subscribe \$40,000 more, which would make a total of 100,000 in the county; and the people of Jefferson will doubtless aid us with a subscription of forty or fifty thousand dollars more. If these expectations should be realized, the work must and will go on.—Baltimore is too deeply interested to refuse assistance, especially when it will be so easy a matter, to satisfy her capitalists that the stock will yield a handsome dividend.

From estimates made by judicious gentlemen we have not the slightest doubt that a very moderate tollage would net to the stockholders at least eight per cent, upon their investments. But this is far from being the strongest inducement to our farmers to embark in the scheme. The saving in the expense of transporting their produce to market would be immense.—At present not a barrel of flour can be conveyed from this place to Baltimore at less than \$1 50 cents per barrel; whereas if we had a rail road to intersect the Baltimore and Ohio rail road at Harpers Ferry, at the outside the cost of transportation would not exceed 40 cts. per barrel, which would be a saving of \$1 10 cts, on every barrel taken to market. Every farmer then, should do something towards the accomplishment of this undertaking; and we trust that all who can do it will forthwith put their names to the subscriptions. If any thing is to be done now is the time to do it. [Winchester Virginian of 9th inst.

**Extraordinary performance on the rail way.**—On Saturday last the majestic, a new engine which has just been put on the rail way, travelled from Liverpool and Manchester, a distance of one hundred and eighty miles. The total quantity of goods conveyed backwards and forwards amounted to one hundred and forty-two tons.—The same engine travelled on Monday one hundred and twenty miles, with loads similar to those taken on Saturday. There are now ten engines of Mr. Stephenson's employed on the rail way. [Liverpool Times

It appears by the foregoing account of the performance on the Liverpool and Manchester rail way, that an Engine has transported one hundred and forty-two tons of freight one hundred and eighty miles in one day, making six trips between those two towns, and that on the next day the same Steam Engine travelled one hundred and twenty miles with similar loads. The transportation of one hundred and forty-two tons, one hundred and eighty miles, is equivalent to the conveyance of one ton four thousand two hundred and sixty miles. Now, if, as is stated, the cost of fuel, oil, attendance and all other charges, requisite to the operations of a Locomotive Engine, be only \$5 a day, it follows that, when once a rail road is completed and all its machinery prepared for operations, four thousand two hundred and sixty tons may be transported one mile for five dollars, or one hundred tons one mile for 12 cents. When these results are applied to our own road it will be seen that, estimating ten barrels of flour for a ton, the transportation of one hundred barrels one hundred miles would cost 120 cents. It is true that no one can suppose that this full result can ever be realized; but continued practice, but the simple fact of its having once been accomplished will be sufficient to place rail-roads far before all other artificial means of transportation; indeed it is only surprising that any reflecting man, should be found still clinging to the Canal system under the overwhelming evidence daily afforded of the immeasurable advantages which rail roads offer over them. If one fourth of the results here shown to have been effected on the Liverpool and Manchester rail road be ever realized in our country, no canal, even without locks, could compete with a rail-way.

At the same time it should not be forgotten that the wagons on the Liverpool and Manchester rail road are of the old construction, and are known to require double the power to draw them that the wagons do on our rail road. [Baltimore Gazette.

**NEW YORK, MARCH 9.**  
**Cannoharie and Catskill Rail Road.**—The books were opened this morning, agreeably to notice. There was a rush for the stock, and it was all taken in a hurry. Ten millions would have been subscribed, if required.

**THE LEGISLATURE.**

FROM OUR CORRESPONDENT.

RICHMOND, MARCH 9.

On Monday, from fifteen to twenty bills received their second reading, and were ordered to be engrossed—amongst them, the bill amending the act of incorporation of the Smithfield, Charlestown, and Harpers-Ferry Turnpike Company. The amendments of the Senate, to the bill concerning free negroes and mulattoes, occupied some time, and were disagreed to by the house, except the last one, which fixed the commencement of the act. A motion to postpone the whole subject indefinitely, failed.

The bill fixing the tenure of the offices of clerks, and regulating their appointment, was passed. The provisions of this act require—that an order shall be made at the May term of the several county courts, to summon the magistrates to attend the June term, for the purpose of appointing clerks. The service to commence on the 15th of July.

The bills authorizing subscriptions to the stock of the Berryville Turnpike Company, and of the Middle Turnpike Company, (the latter leading from Drane's tavern to Alexandria,) were passed.

The balance of the day was spent in considering the bill concerning jurymen. It proposed to summon them not less than three nor more than twenty days before each court, and to allow them pay for their services. After considerable debate, a substitute, offered by Mr. Claiborne, of Greensville, (merely giving county courts the same power as superior courts, in summoning jurors,) was adopted, by a vote of 52 to 41. So the project of paying jurors is lost. The chief ground of opposition, was the amount of the fund which would be necessary for that purpose.

On Tuesday, a number of bills received their first and second readings. The greater part of the day was spent in committee of the whole, upon a bill regulating the fees of clerks. The reduction proposed, is equal to about 40 per cent.

Mr. Leigh, from the committee of courts of justice, (which sat during the session of the house,) returned the bill establishing the Courts of the Commonwealth, with sundry amendments.

The Senate was occupied the whole day, in debate upon the Staunton and Potomac Rail Road bill. A motion was pending, to strike out the section which gives the company power to extend the work to the Kanawha; and an amendment is also on the table, prohibiting the commissioners from receiving subscriptions from the general government. I wonder some one did not also propose to prevent the Grand Turk from embarking his funds in the enterprise—the one being about as probable an event as the other.

To day, (Wednesday,) an hour was spent in reading bills in their incipient state, and in receiving reports. A resolution was passed, granting leave to bring in a bill, allowing the Governor pay for his extra services, as President of the James River Company, &c. The judiciary bill was resumed, and the several amendments of the committee agreed to. Mr. Claiborne moved to fill the blank in the bill with the word, ten, so as to have that number of circuits. Upon this motion, considerable debate took place, between Mr. Claiborne, Mr. Morris, Mr. Leigh, and Mr. Goode. Mr. Leigh, in obedience to the instruction of the committee, proposed twelve, which was carried, ayes 78, noes 38.

A new arrangement of the circuits was proposed by the committee—not, however, without a free consultation with members generally, so that no inconvenience might arise to the gentlemen of the bar, practising in different courts, or to the people. The following is the arrangement of the circuit to which Jefferson is attached, and the periods of holding the courts, viz:

In Loudoun 1st April, 1st September,  
Jefferson 17th " 17th "  
Berkeley 28th " 28th "  
Morgan 6th May, 6th October,  
Hampshire 11th " 11th "  
Frederick 19th June, 19th November.

The bill will probably be ordered to be engrossed for its third reading to-morrow, and will certainly, I hope, get through the house this week. Mr. Morris reported a bill concerning the general elections of the commonwealth, which was ordered to be printed. The Valley Rail Road bill is still under discussion in the Senate.

RICHMOND, MARCH 12.  
On Thursday, in the H. of D. about twenty bills received their first reading, and several reports of committees were agreed to. The judiciary bill being resumed, the final arrangement of the circuits was made. Mr. Williams of Shenandoah moved to strike out the 59th section, relative to the forms of pleading, and to insert a substitute.—This motion was supported by Mr. W. at some length, and opposed by Mr. Leigh and Mr. Christian. It was finally rejected. In truth, so great is the confidence of the house in the legal abilities of Mr. L. and so clear and forcible have been his expostitions of the scheme about to be adopted, that all suggestions from any other source, to alter or amend, have been received with great distrust. He has been the

master workman in building up the judicial edifice; and if it prove to be a temple of safety, his fame will be co-existent with the fabric itself. Never has man, in any public body, labored more unremittingly, or with a greater degree of patience and devotion. The bill was ordered to be engrossed for its third reading.

On Friday, a bill to regulate sheriffs' commissions, so as to prevent them from charging two commissions on the same debt, was taken up; and after several attempts to amend, was laid upon the table. The bill to authorize the construction, by the state, of a road from Winchester to the Ohio River, was considered. A debate of some length occurred upon its passage, in which it was supported by Messrs. Jackson, Williams and Davison of Harrison, Mason of Frederick, and McCoy—and opposed by Messrs. Venable, Goode, and Witcher. It finally passed by a majority of one—Ayes 59, noes 58.—The sum of \$125,000 is appropriated.

The judiciary bill, (comprising 66 pages,) having been engrossed in one night, by the able and vigilant clerk of the house, was taken up for its third reading; and the laborious task of reading it, was occasionally relieved by Mr. Leigh. At half past three, it was gone through with, and the vote recorded upon its passage—ayes 78, noes 18. It is said, a substitute will be offered in the senate, proposing the one judge system; but it seems to me, that, after the decisive vote of the popular branch, upon the bill, such an attempt will be useless, and will only tend to procrastinate the proceedings. It is idle to expect the house to recede from its position.

The commissions of the present judges will expire with the session of the Assembly; and the bill provides, that the new judges, to be designated by joint resolution of both houses, shall hold such of the spring terms as may occur, between 15 days after the adjournment and the 15th of June. The terms of the chancery courts will also be held. So that, if the present bill become a law, there will be a term of the Superior Court in Jefferson, at the usual period in May. It will be perceived, however, that hereafter the regular terms will be in April and September.

To-day, (Saturday,) twelve or fifteen engrossed bills were read the 3d time, and passed; and it was somewhat gratifying to find the spirit for debate considerably cooled down. Very little discussion took place upon any of them. A few more days of business, like this, would clear the table of the weight under which it has been groaning for several weeks. The bill reorganizing the General Court, was considered, and some amendments, suggested by the committee of Courts of Justice, agreed to. It was then ordered to be engrossed for its third reading. The most important subject considered during the sitting, was the bill to provide for the opening and repairs of the public roads of the commonwealth. It passed by a vote of 65 to 53. I cannot, from memory, state its provisions; but it is certainly an improvement upon the old system. As a subject of local interest, I may mention the passage of the bill, amending the act of incorporation of the Smithfield, Charlestown, and Harpers-Ferry Turnpike Company, so that the company are authorized to dispense with summer or side roads where they deem it expedient to do so, and in difficult places to narrow the road to twenty-four feet. The whole time of the Senate, for the last week, having been engrossed with the consideration of the Staunton and Potomac Rail Road bill, no action has taken place in that body upon the bill to authorize a subscription to the Harpers-Ferry turnpike. I hope in my next to be able to announce its final passage. The bill concerning the general elections, is the order of the day for Monday. In another week, I may be able to form some idea of the probable period of adjournment.

The Senate has stricken out the section in the Staunton Rail Road bill, which gave the company the privilege of continuing the work to Kanawha.

From the Richmond papers.

SATURDAY, MARCH 9.  
A message was received from the Senate that they had passed the bill directing a survey of the Black Water River, and a bill to authorize a lottery to raise a sum of money, to complete the road from Clarkburg to Point Pleasant. And that they had also passed, with amendments, a bill to amend the act concerning slaves, free negroes and mulattoes—a bill authorizing a sum of money to be raised by lottery to open a road from Lewisburg to the Blue Sulphur Springs in Greenbrier county—and a bill to raise a sum of money by lottery, to improve the communication between the Back Bay and the Atlantic Ocean.

On motion of Mr. Gallaher, leave was given to bring in a bill concerning the boundaries of Charlestown, Jefferson county.

On motion of Mr. Macfarland, the bill authorizing the Board of Public Works to subscribe to the stock of the Petersburg Rail Road Company was taken up.

A debate occurred on this subject which occupied several hours, in which Messrs. Macfarland, Anderson of Botetourt, Venable, Watkins, Morris, Mason of Frederick, Preston and

Broadnax, supported, and Messrs. Williams of Harrison, and Maxwell opposed the bill.

Mr. Mason of Frederick, moved to amend the bill by adding the following rider: If it further enacted, That the subscription hereby authorized shall be paid by instalments not exceeding six thousand dollars per annum.

This rider was declared to be acceptable by the friends of the bill, and was, after some discussion, adopted. The question being taken on the passage of the bill, it was decided in the affirmative by the following vote, ayes 69, noes 53.

On motion of Mr. Gallaher, the engrossed bill authorizing the Board of Public Works to subscribe the sum of fourteen thousand dollars to the stock of the Smithfield and Harpers-Ferry Turnpike Company, was read a third time, and passed.

On motion of Mr. Knox, the bill regulating the fees of the clerks of county and corporation courts, was read a second time, referred to a committee of the whole, and made the order of the day for Tuesday next.

MONDAY, MARCH 7.  
The bill concerning slaves, free negroes and mulattoes, was returned to the House by the C. of General Laws, with the Senate's amendments.

The first amendment of the Senate to the latter bill, proposing to strike out the 4th section, which provides that any emancipated slaves remaining in the Commonwealth more than twelve months, contrary to law, shall revert to the executors or administrators of the testator or the emancipator, and be assets in their hands,—was negatived by a vote of 32 to 39.

The second amendment adds a provision that any white person who for pay or compensation shall assemble with any slaves for purposes of teaching them to read or write, or any person engaging such teacher, shall be liable to a fine not exceeding \$100; which was also negatived by a vote of 32 to 42.

Mr. Zinn moved to postpone the bill indefinitely. On this motion some conversation took place, when Mr. Zinn withdrew his motion, which was renewed by Mr. McCue, and negatived by a vote of ayes 39, noes 69.

The third amendment of the Senate, that the bill shall commence and be in force from the 1st of June next, instead of from and after its passage, was agreed to.

On motion of Mr. Knox, the bill concerning the appointment of Clerks of Courts and the term of their service, was taken up, read a 3d time and passed, ayes 94, noes 11.

The engrossed bill to authorize the Board of Public Works to subscribe to the stock of the Berryville Turnpike Company, was read a third time, and passed—as also the bill to authorize the Board of Public Works to subscribe to the stock of the Middle Turnpike Company.

The order of the day was then taken up, being the bill concerning Jurors.—The House, in Committee of the Whole—when, after various amendments concerning the pay of the Jurymen, Mr. Claiborne proposed the following substitute:

Be it enacted by the General Assembly, that the respective county courts of this Commonwealth shall hereafter have the same power and authority to summon jurors from day to day, and from time to time, in their respective courts, as are now exercised by the Superior Courts of Law of this Commonwealth.

This act shall commence and be in force, from and after the day of next.

After much debate, this substitute was adopted, ayes 55, noes 40—which was concurred in by the House, ayes 53, noes 41.

FRIDAY, MARCH 11.  
**North-Western Turnpike.**—On motion of Mr. Davison, the bill to provide for the construction of a turnpike road from Winchester to some point on the Ohio River, was taken up and read a third time.

[The bill constitutes the Governor, Treasurer, Attorney General and Second Auditor, a body public and corporate, under the denomination of "The President and Directors of the North-western Turnpike Road." It authorizes them to borrow, as soon as may be necessary for the purposes herein declared, on the credit of the State, a sum not exceeding 125,000 dollars—for the payment of the interest and the redemption of the principal, the nett proceeds and surplus tolls arising from the road, are pledged.—Out of the money so borrowed, the President and Directors are to cause to be constructed, a road from Winchester to some point on the Ohio River, to be selected by the Principal Engineer, who, as soon as may be after the passage of this act, is to proceed to lay out and locate such road. The activity of such road not to exceed 50 feet, and the width not to exceed 12 feet, nor be less than 12 feet.—An able and discreet Superintendent of the road is to be selected.—As soon as 20 miles are finished, gates to be put up and tolls taken.]

A rider was proposed by Mr. Henshaw, to cause the road to pass through the Old Blooming Valley and the town of Romney, in the county of Hampshire—which was rejected.

The bill passed—ayes 59, noes 54.

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