

RAIL ROADS, TURNPIRES, AND CANALS.

GENTLEMEN.—I had not any intention of saying anything about the comparative advantages of Canals and Rail-roads, until I saw the article of "One of the People," to which I have heretofore made some allusion, for I am an advocate for both kinds of improvement, and do not wish to cast a straw in the way of either, where the one proposed is likely to be the most expedient and profitable on the route proposed to be improved; nor do I like to see other men meddling in such cases merely because the proposed work is not likely to run immediately through or by their possessions, as may be the case of One of the People in the present instance. Therefore, his offering to make a formidable resistance to the construction of a Rail-road where one is much needed, and where a Canal cannot be had, is, I think, a reasonable apology for my giving a compendium of a chapter on the *Comparative advantages of Canals and Rail-roads*.

The proper construction of Canals where the amount of transportation is large, is this: width 49 feet—depth of water 5 feet—locks 100 feet long by 11 feet wide—boats to carry 70 tons, with two horses. Where the business is small: width 28 or 30 feet—depth 4 or 4½ feet—locks 80 feet long by 8 feet wide—boats to carry 30 tons, with one horse.

The passengers on a Rail-road, at a toll of one cent each per mile, will generally more than pay the repairs, while on Canals they would probably fall short of paying. * * * The expense of attendance on Canals, will exceed that on Rail-ways, unless there be stationary engines on the latter. * * *

TABLES

Showing total cost of Transportation and Toll per mile, exclusive of loading, unloading, and profit, &c.

ON CANALS.	ON R. R.	ON TURNPIK'S.
Tons per year.	cts.	cts.
At 50,000 tons	3.00	1.67
At 10,000 tons	10.58	2.44
At 5,000 tons	19.94	3.88
At 1,000 tons	94.52	11.00
		85.00

This table is exhibited to show the reader, and Mr. One of the People in particular, the great disparity in the costs of transportation on Rail-roads and Turnpike-roads; but the difference in cost of making such roads cannot at this time be given. I

would here observe, however, that the cost of Turnpike-roads far exceeds that of Rail-roads, as may be seen from the following quotation and calculation: "On a double Rail-way for horses, the iron costing less than 1000 dollars per mile, 35 dollars per year will be sufficient for renewals; and the wood costing under 600 dollars per mile, 75 dollars per year will be enough—total 110 dollars, which would be paid by 37 passengers per day; or 19 per day, if to be a single Rail-way. Thus we see the calculation that passengers will pay repairs is moderate." Note.—"The number of passengers that arrived at Louisville, Ky., in one week this year, (1830) was 1780." From this quotation we may infer that 2000 dollars would now convert the Cumberland road into a double track Rail-way. What will it cost to McAdamize it? Allowing one perch of stone and gravel at 3 dollars to each foot, it will cost the enormous sum of 15,840 dollars per mile! And allowing it to take only half that quantity of stone and gravel at the same price, and it cannot be done with less, nor for less, and we still have the sum of 7,925 dollars, a sum sufficient to make a first rate Rail-road along side of it, and were the two roads now in complete operation, we see, according to the foregoing table, that the cost of transportation on the Rail-road would vary from one-seventh to one-tenth of what it would on the National road. How then can One of the People, or any other gentleman of learning try to disparage the construction of Rail-roads, and argue in favor of Turnpike-roads? I will now proceed with my extracts: "I have endeavored to make the calculations as favorable as possible for Canals. I have estimated the expense of broad Canals 5 feet deep, at an average of 18,000 dollars per mile. But the New York Canals, only 4 feet deep, cost upwards of 20,000 dollars; and the Pennsylvania Canals of 429 miles, of which but 60 miles are 5 feet deep, cost, on the average, 23,030 dollars per mile. I have estimated narrow canals at 12,000, which is below their usual cost. I have allowed 70 tons to a two horse boat, on a Canal, and two men and a boy to be sufficient to navigate.—The load is larger and the hands fewer, than is usual in practice. I have supposed the toll on passengers to pay the repairs of both Rail-roads and Canals; but Canals can hardly have passengers after the introduction of Rail-roads while most Rail-roads will have more than enough to pay their repairs. * * * We have heretofore spoken merely of expense; but there are various other considerations connected with the subject. Rail-roads may be used at least 11 months in the year; Canals in a northern climate, not more than 8 months. The hands are employed on Canals when their services are wanted elsewhere, and they are unemployed when there is no other work to be had. The business of Canals must be limited, from the inconvenience of conveying goods to the Canal, and unloading and reloading, to be carried a few miles upon it.—But as branch Rail-roads can be constructed at any price down to 600 dollars per mile, branches will be run to every village contiguous to the line, and goods will come in on those lines, and proceed without obstruction on the main line, increasing the convenience and profit of the improvement.

Carriages for burthen may travel on Rail-roads enough for the conveyance of passengers also, and the receipts for passengers will enable a reduction of the charges for freight: but on canals separate boats must be employed for passengers, and the speed still slow, while the power exerted by the horses will much exceed that on the rail-road, owing to the great increase of resistance from the water when ever speed is accelerated. For this reason, passengers can be carried on Rail-road cheaper than in steamboats. The celerity of transportation is a great object in many cases. This can be effected on Rail-roads, but not on Canals, certainly another important object. Canals are very liable to interruption from breaches in the banks, or giving way in aqueducts, &c. News was received in one day this season (1830) of the stoppage of three lines in Pennsylvania, viz: the Schuylkill, the Susquehanna, and the Allegheny. But Rail-roads will rarely be interrupted, as in case of any accident to one track, the carriages can turn on the other track and pass the imperfect place.

A further advantage of Rail-roads is in the accommodation they will afford to farmers for the transportation of lime, plaster of Paris, or other manure for fertilizing their land. These articles by branch roads can be advantageously conveyed to every neighborhood. They will accommodate large cities, and the surrounding country, by conveying fresh milk, butter, vegetables, and fruits from a great distance in a few hours. They will accommodate towns and villages on the sites generally chosen, namely, those which are high and healthy, and will furnish inducements to establish towns in such places, in preference to those which are low and unwholesome. It requires a number of years to complete a Canal and get it in order, the owners losing the interest of their capital during this time; but a Rail-way of considerable length may be completed in a single year. From all these considerations, there can be but little doubt, that although Canals may be found preferable in some cases, yet in four out of five a Rail-way will be preferred.

The experiment of Rail-ways has been pretty fairly tested by several years' experience on the Stockton and Darlington Rail-way in England: the stock has greatly risen. The passengers have increased four-fold; and the impression made on the public mind is such, that now no one thinks of making Canals, Rail-ways

would be made in many sections of the country where they must encounter the competition of Canals already established, were it not that the government will not grant charters."—*Earl on Rail-roads*, p. 67.

I must confess that I have done this chapter great injustice, but its great length precludes it from being published at length in a newspaper. I must also confess that I have pre-judged One of the People for being a Canal man, and have anticipated his subject; the object to which he intended his arguments to lead in the future development of his knowledge and wisdom on the subject of involving the State in debt, &c., which arguments I should now like to see. If One of the People, or any one else, wish to see any thing more from me on the subject, he can be accommodated. JACK.

From the Indianapolis Democrat.

MR. VAN BUREN. Some of the opposition prints are getting over their dread of *military chieftains*, since they have hoisted the *Harrison banner*, and enquire, with much assurance, "where was Mr. Van Buren during the late war?" The following extract from the Address of the Republican members of the New York Legislature to their constituents, dated March 19th, 1813, written and signed by Martin Van Buren, will show that he was not idle during that eventful period—and that, notwithstanding he saw but little actual service in the tented field, he is entitled to almost as much credit as Gen. Harrison, who had a Johnson, a Croghan, and other brave officers always at hand to achieve his victories, and on whose merits his friends now wish to make him President of the United States. But the sentiments of Mr. Van Buren will speak for themselves. The following is his language in 1813:

"Follow-citizens: Your country is at war, and greatness is needed. Indulge us in a brief examination in the causes which have led to it; and brief as from the necessary limits of an address, it must be—we yet hope it will be found sufficient to convince every honest man of the HIGH JUSTICE AND INDISPENSABLE NECESSITY OF THE ATTITUDE WHICH OUR GOVERNMENT HAS TAKEN, OF THE SACRED DUTY OF EVERY REAL AMERICAN TO SUPPORT IT IN THAT ATTITUDE, AND OF THE PARRICIDIAL VIEWS OF THOSE WHO REFUSE TO DO SO.

"To cap the climax of her iniquity; to fill up the measure of our wrongs; she resolved to persist in another measure, surpassed by none in flagrant enormity—a measure, which of itself, was an adequate cause of war—a measure which had excited the liveliest solicitude, and received the unremitting attention of every administration of our government, from the time of Washington to the present day; the wicked, the odious and detestable practice of impressing American seamen into her service; of entombing our sons within the walls of her ships of war; compelling them to waste their lives, and spill their blood in the service of a foreign government—a practice which subjected every American tar, to the violence and petty tyranny of a British midshipman, and many of them to a life of the most galling servitude—a practice which never can be submitted to by a nation professing claims to freedom, which never can be acquiesced in by government without rescinding the great article of our safety, the reciprocity of disinterested and protection between the rulers and the ruled.

Under such accumulated circumstances of insult and of injury, we ask again, what was your government to do? We put the question not to the faction which misrepresents the Government to the people, and the people to the government; traduces one half the nation, and cajoles the other—by keeping up distrust and division; wishes to become the proud arbiter of the fortune and fate of America—not to them but to every sound head and honest heart in the nation it is that we put the question. What was your government to do? Was she has 1—and ingloriously to abandon the rights for which you and your fathers fought and bled? Was she so early to cower to the nation which had sought to strangle us in our infancy, and which has never ceased to retard our approach to manhood? Nor we will not for a moment doubt that every man who is in truth and fact an American, will say that WAR, AND WAR ALONE, WAS OUR ONLY REFUGE FROM NATIONAL DEGRADATION, OUR ONLY COURSE TO NATIONAL PROSPERITY.

But to crown this picture of folly and mischief, they appear you under a garb which at once evinces their contempt for your understanding, and their want of confidence in your patriotism; under a garb which should receive the most distinct marks of your detestation; they are *Friends of PEACE!* While our enemies are waging against us a cruel and bloody war, they cry *Peace!* While our western wilds are whitening with the bones of our murdered women and children—while their blood is yet trickling down the walls of their former habitations—while the Indian war whoop and the British drum, are in unison saluting the ears, and the British dagger and the Indian tomahawk suspended over the heads of our citizens—at such a time when the soul of every man who has the sensibility to feel his country's wrongs, and spirit to defend his rights, should be in arms—it is that they cry *PEACE!* While the brave American tar, the intrepid defender of our rights, and the redeemer of our national character, the present boast and future honor of our land, is impressed by force into a service he detests, which compels a brother to imbue his hands in a brother's blood—while he is yet tossing on the surface of the ocean, and mingling his groans with those tempests less savage than his persecutors that waste him to a returnless distance from his family and his home;" it is at such a period, when there is no peace, when there can be no peace, without sacrificing every thing valuable, that *our feelings are insulted, the public arm paralyzed, and the public ear stilled, by the dastardly and incessant cry of peace!* What, follow-citizens, must be the opinion they entertain of you? Can any man be so stupid as not to perceive that it is an appeal to *your fears, to your avarice, to all the baser passions which actuate the human heart?* That it is approaching you in the manner in which alone these puny politicians who bat about you, and thicken the political atmosphere, say you are accessible, through *your fears and your pockets!* Can any American citizen be so profligate as not to scornfully lay the bass libel upon his character?

Save yourselves not to be deceived by the pretence, that because Great Britain has been forced by her subjects to make a qualified repeal of her orders, our government ought to abandon her ground. That ground was taken to resist two great and crying grievances, the *destruction of our commerce*, and the *imprisonment of our seamen*. The latter is the most important, in proportion as we prefer the liberty and lives of our citizens to their property. Distrust, therefore, the man who could advise your government at any time, and more especially at this time, when your brave sailors are exciting the admiration, and farcinating the respect of an astonished world, when their deeds of heroic valor make old ocean smile at the humiliation of her ancient tyrant; at such a time, we say again, mark the man who would countenance government in *COMMUTING OUR SAILORS' RIGHTS FOR THE SAFETY OF OUR MERCHANTS' GOODS*!

The wars of Europe are waged by monarchs, to gratify their individual malice, their individual caprice, and to satiate their lawless ambition. Ours is in defense of rights which must be defended, or our glory as a nation will be extinguished; the sun of our greatness will set forever. As well might it have been said during the revolution, that war should not be waged, because wars had desolated Europe. The same rights you then fought to obtain, you must now fight to preserve; the contest is the same now as it was then; and the feelings which then agitated the public mind, which on the one hand supported, and on the other sought to destroy, the liberties of the country, will be seen and felt in the conduct of the men of this day.

In connection with the above we have an article at hand, from the Dayton Dem. Herald, which asks some plain questions in relation to one of the favorite candidates of the National Intelligencer and other leading whig presses at the east, and of the Indiana Journal, as the organ of the opposition, in Indiana. The editor asks:

Where was DANIEL WEBSTER during the late war? He was in Congress of the United States, voting against and using all his influence to prevent Congress from voting supplies for our gallant little army; yes, he would have denied them the necessities of life and the munitions of war, had he been able to overcome by his plausible sophistry, the solid sense and genuine patriotism of the democratic members of that body. American seamen were impressed into the service of Great Britain, a nation which they had every reason to despise; compelled to "imbue their hands in a brother's blood," and to fight against a cause, and a people, dear to them as their own heart's blood; and yet, we find Mr. Webster, on the 7th of January, 1814, one of the darkest periods of the war, and after our gallant little Navy had covered itself with glory; voting against an appropriation for defraying the expenses of the Navy? On the 10th, against a proposition more effectually to detect and punish TRAITORS

and SPIES!—On the fourteenth January, he voted against a bill making provisions to fill the ranks of the army. On the 22d, he voted in a majority of seven against a bill authorizing the enlistment of troops for five years or during the war? On the 25th, against a bill enforcing the non-importation law! On the 8th of February he voted against a bill to raise five regiments of riflemen; on the 22d March, same year, he voted against the bill to call forth the militia to execute the laws of the Union, and repel invasion! On the 24th December, same year, only a few days before the sitting of the Hartford Convention, he voted against a bill to provide additional revenue for defraying the expenses of the Government, and maintaining the public credit? On the 10th of the same month, he voted to postpone indefinitely a bill authorizing the President of the United States to call upon the several States and Territories for their respective quotas of militia to defend the frontiers against invasion; and on the 13th against the same bill! On the 10th of the same month, he voted against a bill to provide additional revenue for Government, and maintaining the public credit? On the 13th against the same bill! On the 10th of the same month, he voted against a bill to provide additional revenue for Government, and maintaining the public credit? On the 13th against the same bill!

It will be seen by the subjoined extract that the abolition papers have been taken from the Charleson Post-Office and publicly burnt in the streets. Even those who approve the act must admit that there is great danger in the principle here established.

We cannot see the alleged connexion between the Anti-Slavery efforts in this city and the diabolical attempt at insurrection in Mississippi. The prime movers here are fanatics—the plotters of the negro revolt were villains of the deepest dye. These are misguided but sincere—it is this that renders them formidable; but the instigators of midnight murder in Mississippi were not only reckless but depraved, and acting with no other aim than the gratification of their own detestable passions.

CHARLESTON, July 31. *Destruction of the incendiary pamphlet.* Such was the excitement in our city caused by the arrival of incendiary pamphlets and papers which almost monopolized the United States Mail on Wednesday, that a crowd of two or three hundred citizens assembled that night, for the purpose of seizing and destroying them. These citizens were met by Lieut. Brown of the City Guard near the Exchange and persuaded to disperse; but it not being generally known that measures were in concert between the Postmaster and many of our leading citizens, to call the attention of the authorities at Washington to the subject, a few gentlemen afterward broke open the Post-office, seized the bags containing the Abolition tracts, and made a public bonfire of the whole last evening.

MONDAY afternoon, six o'clock.—There has been a general shutting up of stores and places of business, in conformity with a resolution passed by the committee of citizens.

A requisition has been addressed by the civil authorities to General Smith, stating their inability to preserve the public peace, and asking him for military aid to enable them to do so. An order has accordingly been issued by General Smith, Commander of the Third Division of Maryland Militia calling out the Division for the service aforesaid, to assemble at the City Hall, where arms would be furnished to them. Numbers of citizens are now answering the requisition, and receiving arms.

TEN o'clock, P. M.—Corps of citizens, well armed, are occupying different points of the city, and thus far every thing is quiet.

WE REGRET THIS ACT AS PREMATURE. It would have been time enough to act, after we had learned that the Federal Government would not interfere stop to the Post-office being used as a means of annoyance and injury to those who are taxed for its support. We would fain believe that the laws are strong enough to protect us in our rights. When they fail to do so, it will be time enough to show that at all hazards, we will take care of ourselves. We think, too, it would have been better had the pamphlets been allowed to reach their destination to put the whole Southern community on their guard—by presenting ocular proof of the movements of the Fanatics, especially as each bundle was to be accompanied by *circulars* from the South Carolina Association.

WE BELIEVE THAT THOSE WHO BROKE OPEN THE POST-OFFICE HAVE ERRED, BUT NONE CAN BLAME THEIR FEELINGS OR MOTIVES, WHICH HAVE THE SYMPATHY OF THE ENTIRE COMMUNITY.

Mercury.

"What in the name of natur," said an old farmer the other day, "what in Cain is the reason that every democratic candidate for the Presidency is always blackguard about these here niggers?"

"Oh, that's all plain enough," said his neighbor. "Would you mark a white sheep with charcoal?"

"No."

"Well, how would you mark a white one?"

"Black, of course."

"Just so. That's the very reason why the Federalists always put a black mark on our candidates; because their characters are so pure that chalk would not show."

"Oh, yes, and now I see why they have marked our own party *White*—because they are the real old fashioned black cockadles."

"Right, Roger, right."—[Angelica Rep.

From the Boston Post.

"OR NO PARTY." The last thing which should be made a subject of boasting, is, that one is of no party. It follows, that if you are of no party, you have no political opinions; for if you have the latter they must incline you to one side or the other, in regard to the political measures of the day. If you are of no party, you are a political drone, destitute of all patriotic zeal, and perfectly willing that your country should be improving or degenerating, without lifting your finger to aid what you might believe to be the cause of truth, liberty or justice; or you are a mean-souled being, fearful lest by avowing your principles you might, by forfeiting the favor of a few, lose a small part of your pecuniary gains. It is true, that you are as liable as any other man to enlist on the side of error, through a mistake of judgment; but whatever principle you have actually adopted, it is your moral duty to endeavor to promulgate—whatever measures you do actually believe to be beneficial to the community, it is your moral duty to promote by your uniting endeavors. In vain will you plead as an excuse for your negligence, that you have not formed your political opinions. If you have arrived at the age of manhood, without having formed your mind upon all the general principles of government and politics, you are a fool or an ignoramus, and deserve to be deprived of your birth-right of liberty—and if you continue in such ignorance, no thanks will be due to yourself if you do not become a slave. By joining no party, therefore, you either tacitly acknowledge your ignorance of political matters, which is disgraceful to you as a citizen of a republic, or your utter want of interest in the welfare of the nation, which is disgraceful to you as a moral being. Never boast of your indifference in regard to politics; as well might you boast of your indifference in regard to morals, or in regard to the welfare of your neighbor. There may be certain measures of both parties which you approve and condemn; but it is your duty to join with that party the majority of whose principles are calculated, in your opinion, to promote the interest of the nation.

SOUTHERN ASPECTS.—The universal and intense excitement in the slave States, created by the efforts of the Northern Abolitionists and the consequences which would seem to have followed them, appears to be increasing in violence and in determination. Loud calls are made upon the people of the North to come forward and show their devotion to the Union and their regard for the safety of the South by putting down the Abolitionists, putting a stop to their discussions, and restraining the issue of their publications. We believe this demand is made without due consideration. We infer that the people of the South do not wish us to attempt the silencing of the abolition batteries by sedition and argument, since they have ever this emphatically deprecated such a course; and as to legal proceedings, we know no law which could reach them, and no constitutional power to erect one, save and except those of the renowned Judge Lynch of energetic memory, whose code is only at intervals acknowledged in this region.

They must understand our situation better. There are Southern as well as Northern fanatics; and we do most thoroughly believe that, by following the dictates of the former, we should inevitably bring the political supremacy of the North