

From the Knoxville Register.

LOUISVILLE, CINCINNATI AND CHARLESTON RAIL ROAD.

In conformity with the provisions of the charter, Wade Hampton, of S. C., John Williams and Wm. Dixon, of Tennessee, three members of the central commission, convened at this place on Monday last, for the purpose of ascertaining the number of shares subscribed for in this improvement. From an oversight of some of the commissioners appointed to open books, or some other cause, the reports from a number of places have not been received, or officially made known to the central commission. From the reports which have been received, and information which though unofficial may be relied on as authentic, it is ascertained that some more than 35,000 shares have been taken. In addition to this, the commissioners at Lexington, Ky. have officially communicated the fact that the authorities of that city have conditionally subscribed 1000 shares, but the central commission not being informed of the nature of the conditions on which these shares were taken, were not at liberty to receive them at present. Under these circumstances, the 40,000 shares necessary to secure the charter not appearing to be taken, the central commission will again open the books until the 1st of January, or until 60,000 shares be taken. It is possible, though hardly probable, that when the reports from those places which have not yet been reported, shall have been received, it will be found that the 40,000 shares have already been taken. Louisville, Maysville and several other places in Kentucky have not reported; but if at those places they prove to be as cold blooded as others from which we have heard in that state, it will not swell the number of shares to any considerable amount. Our experience thus far teaches us to expect more from a village south, than from a city north, of the Cumberland mountain. Even the great Cincinnati, which has the presumption to style herself the Queen of the West, and in point of wealth and commercial importance, may be entitled to this distinction, has taken only ONE HUNDRED AND TWENTY-TWO SHARES, in an improvement which throws millions into her pockets. After claiming and earnestly contending for the paternity of an enterprise, she has most cruelly and ingloriously thrown upon others the burden of its accomplishment. But we may congratulate ourselves, and every friend of this improvement, that all doubts are now removed as to its ultimate completion. The shares necessary to make up the 40,000 will be taken without getting one other north of the Cumberland mountain, or without accepting the conditional subscription from Lexington. When these are taken, the State of Tennessee stands pledged to take her ten thousand shares. N. Carolina will take her portion, and S. Carolina will take the balance of 60,000. As an instance of the liberality and zeal of the South on this subject, we proposed to subscribe for 2000 additional shares, if by so doing the 40,000 could be made up.

Since writing the above we had a conversation with a member of the Central Commission, who informed us that it was almost positively certain that the Commission would be able to announce the formation of the company before their adjournment.

All Hail!!!

The 40,000 shares are taken, and the company formed—particulars hereafter.

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TO THE FRIENDS OF MECHANICAL IMPROVEMENT.

We take pleasure in making it known to scientific and mechanical men generally that the RAIL ROAD LOCK (model) is completed, and we respectfully solicit an examination of its merits. It will leave shortly for Europe, via New York, (in the course of a few days,) and we hope that the friends of internal improvement and useful innovations will not permit this opportunity to pass without thoroughly examining and investigating this useful and great invention. It is a fact admitted by all those conversant with Rail Roads, that inclined planes and stationary power, are not only a slow, expensive, and dangerous mode of elevation, but a century behind the present improved and scientific age, and fully worthy of the times that pronounced Evans a madman, when he proposed to apply steam to locomotive purposes. An economical valley location of the road is not unfrequently sacrificed to curves or unfavorable routes to gain some point at the base of the mountain suitable for the construction of a plane. This evil is obviated by the adoption of locks. The most favorable and economical valley route can be pursued, regardless of the abruptness of the acclivity at which the road may strike, as locks can be constructed where planes can—as also where it would be totally impracticable to construct planes of any grade. Admit that the point be higher where the Locks cross, in nine out of ten their cost would fall far short of the amount necessary to the construction of planes, and as transportation can be effected in a less time by locks than by planes, and their attendant stationary power, they may well afford to cross at a higher point of the acclivity, and yet save time and money; and we may add the money saved in the construction of the road below, free of curves as before mentioned. And as curves are disadvantageous to Rail Roads from many causes already well known, to show the comparison in a fair light, we will suppose that the first cost of locks and inclined planes are the same, both to overcome the same elevation. Allow the plane to have its stationary engine, engine-house, chimneys, drums, ropes, rollers, &c. all ready for use; place them in equally favorable circumstances, the locks require no extra attendants—those who attend the trains on the Road can easily do all that is necessary at the locks for the elevation of the whole train at once. No extra engine is required by locks, as the self same locomotive that drags the train to the locks, performs the labor of elevating it—be it weight what it may. Hence the result that from the moment that the lock and the plane commence operations, the expense of the latter also begins, and continues annually, for engines and rope, attendants, fuel for a ponderous engine, &c.; while the former imposes no tax but the simple wear and tear of machinery, a tax as chargeable to the plane, if not more so; and not noticed in the enumeration of the expense of the plane. This expense for fuel, engines, &c. from the best information we are able to obtain, on the Alleghany Portage Rail Road, where ten places are in use, amounts to the enormous sum of seventy-two thousand dollars annually, which of itself would soon make the scale preponderate in favor of locks—But it is far from the truth that locks will cost as much as planes. The whole cost of locks will not exceed the amount necessary to be expended in simply grading and laying down the rails on a plane calculated to surmount the same elevation, exclusive of the attendant machinery necessary to the operation of the plane. Planes are often unavoidably circuitous, while locks are in a direct line of the road. The delay necessary in coupling to and disengaging the Locomotive from the Locks is less than in planes; and it is asserted without fear of contradiction that no given kind of accident is as liable to occur at a Lock as on the common line of the road, while in the case of planes, accidents are of often occurrence. At all times there is greater danger than on the common line of the road, as can be corroborated by all who have travelled on them. There is no point of comparison in which the lock does not excel the stationary power planes. The above remarks apply as well to an elevation of 30 feet as 3000—to one lock or 20—and as regards descending, it can be accomplished in less time in locks, (with perfect safety,) than can possibly be done by planes, even with the great hazard of life and property. Much more could be said did time and space allow, but we presume that every one who has doubts or feels interested will do us the pleasure to call and examine for himself. The model is an operating one, and we will gladly show the principle and explain its operation; and furthermore we stand pledged to satisfactorily answer any objections that may be made. We are well aware that a prejudice exists in the minds of some against any innovation, be it claims or uses what they may, they will labor under admitted evils and disadvantages sooner than dare to investigate for themselves; fearing that their senses may mislead and deceive them, and thereby lose that character for foresight and sagacity, which they have obtained by looking wise, and only hazarding an opinion on the narrow range of their comprehension. At least such have existed in all ages of the world as the cases of Fulton, Fick and Evans mostly clearly prove. And it will say much in favor of the present day, if such cannot now be found. Let us give an impartial examination to the lock, the ingenuity and indefatigable perseverance for years of one of our countrymen,† has laid it before us, and honored our town with the construction of his model; and if it is worthy of adoption it is the duty of every friend to improvement to urge it into use and thereby do away a slow, dangerous, and expensive mode of overcoming the obstacles placed in our path. And if upon a fair investigation it is found to be inapplicable, there is no loss by the examination, while on the other hand we may reap unlimited benefits, and confer a great and lasting improvement upon those who come after us.

The model can be seen at our store, on Gay street, where those who feel a desire to examine it, will please to call, we will be pleased to have an opportunity of explaining the principle and power of the machine.

HARRIS & BOWEN.

* The cost of the engines and machinery on the Alleghany Portage rail road was estimated to cost \$29,100 00.

† W. G. Taylor, Esq., of the city of New York inventor and proprietor.

Presidency of the Rail Road.—A writer in the Charleston Mercury some days since, labors with no ordinary zeal in an attempt to convince the Charleston and Cincinnati Rail Road Company, that it would be a wise and salutary selection of a President of the Company to confer that honor on John C. Calhoun. This is truly the age of wonders; and we should not be much surprised at any thing, but we think it would look a little wonderful, and sound a little strange, if so noted and distinguished a Disunionist was made the President of this Great Union Chair—for such we shall regard this magnificent Rail Road when completed. It would only verify the old saying, that extremes sometimes meet. We, however, do not mention this as an objection to Mr. Calhoun, but allude to it only on account of the singular aspect it would present. But in sober earnest, if great energy and great exertions, both mental and physical, and the manifestation of great zeal and assiduity in promoting the successful result of this great enterprise, constitute a claim to the Presidency of the Company, the public voice could not hesitate to confer it upon Robert Y. Hayne or Abram Blanding. The claims of either of these gentlemen are infinitely stronger than those of Mr. Calhoun.—Georgetown Union.

EULOGY ON JAMES MADISON.

We extract from Mr. Adams's Eulogy the following noble passage:

The Constitution, my countrymen, is the great result of the North American Revolution. This is the grand stride in the improvement of the condition of the human race, consummated in a period of less than one hundred years. Of the signers of the address to George the Third in the Congress of 1774—of the signers of the Declaration of Independence in 1776—of the signers of the Articles of Confederation in 1781, and of the signers of the Federal and National Constitution of Government under which we live, with enjoyments never before allotted to man, not one remains in the land of the living. The last survivor of them all was he to honor whose memory we are here assembled in peace with mourning and with joy. We reverse the order of sentiment and reflection of the ancient Persian king—we look back on the century gone by—we look around with anxious and eager eye for one of that illustrious host of patriots and heroes under whose guidance the Revolution of American Independence was begun and continued and completed. We look around in vain. To this our crowded theatre, full of human life in all its stages of existence, full of the glowing exultation of youth, of the steady maturity of manhood, the sparkling eyes of beauty, and the gray hairs of reverend age—all this to them is as the solitude of the sepulchre. We think of this and say, how short is human life! But then we turn back our thoughts again over which the fallen curtain has but now closed upon the drama of the day. From the saddening thoughts that they are no more, we call for comfort upon the memory of what they were, and our hearts leap for joy that they were our fathers. We see them true and faithful subjects of their sovereign, first meeting with firm but respectful remonstrance the approach of usurpation upon their rights. We see them fearless in their fortitude, and confident in the righteousness of their cause, bid defiance to the aim of power, and declare themselves independent States.—We see them, waging for seven years a war of desolation and glory, in most unequal contest with her own unnatural stepmother, the mistress of the seas, till, under the sign-manual of their King, their Independence was acknowledged.—And last, and best of all, we see them toiling in war and in peace to form and perpetuate a Union, under forms of government intricately but skillfully adjusted so as to secure to themselves and their posterity the priceless blessings of inseparable Liberty and Law.

Their days on earth are ended, and yet their century has not passed away.—Their portion of the blessings which they thus labored to secure they have enjoyed and transmitted to us their posterity. We enjoy them as an inheritance won not by our toils—watered, not by our tears—saddened not by the shedding of any blood of ours. The gift of heaven through their sufferings and their achievements, but not without a charge of correspondent incumbent upon ourselves.

And what, my friends and fellow citizens, what is that duty of our own? Is it to remonstrate to the adder's ear of a King beyond the Atlantic wave, and claim from him the restoration of violated rights? No. Is it to sever the ties of kindred and of blood, with the person from whom we sprang; to cast away the precious name of Britons, and be no more the countrymen of Shakespeare and Milton, of Newton and Locke, of Chatham and Burke? Or more and worse, is it to meet their countrymen in the deadly conflict of a seven years' war? No. Is it the last and greatest of the duties fulfilled by them? Is it to lay the foundations of the fairest Government and the mightiest nation that ever floated on the tide of time? No. These awful and solemn duties were allotted to them; and by them they were faithfully performed. What then is our duty?

Is it not to preserve, to cherish, to improve, the inheritance which they have left us—won by their toils, watered by their tears, saddened but fertilized by their blood? Are we the sons of worthy sires; and in the onward march of time have they achieved, in the career of human improvement, so much, only that our posterity and theirs may blush for the contrast between their unexampled energies and our nerveless impotence!—between their more than Herculean labors and our indolent repose? No, my fellow citizens, far be from us—far be from you—for he who now addresses you has but a few short days before he shall be called to join the multitudes of ages—past be far from you the reproach or the suspicion of such a degrading contrast. You too have the solemn duty to perform of improving the condition of your species by improving your own. Not in the great and strong wind of a revolution, which rent the mountains and brake in pieces the rocks before the Lord—for the Lord is not in the wind; not in the earthquake of a revolutionary war, marching to the onset between the battle field and the scaffold—for the Lord is not in the earthquake; not in the fire of civil dissension—in war between the members and the head—in nullification of the laws of the Union by the forcible resistance of one refractory State—for the Lord is not in the fire—and that fire was never kindled by your fathers! No! it is in the still small voice that succeeded the whirlwind, the earthquake, and the fire—the voice that stills the raging of

the waves and the tumults of the people—that spoke the words of peace, of harmony, of union. And for that voice may you and your children's children, fix your eyes upon the memory, and listen with your ears to the life of JAMES MADISON.

DIVISION OF DEPOSITES AMONG THE STATES.

The Secretary of the Treasury has notified the Bank of Virginia, that he shall draw on that bank, a few days after the 1st of January, in favor of the Treasurer of Virginia, for about \$350,000, which will of course, be previously deposited in the bank. This ratio will give to the State about \$2,600,000 by the 1st of October next, and make the whole distributable about or upwards of 36 millions, including Michigan.—Rich. Eq.

Note by the Globe.—On inquiry we learn, that a similar notice has been sent to the deposit banks in every State in the Union, giving to each which will be called on next January, reasonable notice of the probable amount it will then, and quarterly during 1837, be required to pay over either to the State in which it is situated, or to some other State, near where a sufficient share of the public money is not yet deposited.

This is another proof that the imputation of transfers without notice is utterly groundless, and that the banks have ample opportunity to place funds wherever required, otherwise than in specie, if the parties are accommodating; and that Mr. Woodbury has been from the first, while vilified and stigmatized by the opposition, for a conspiracy not to execute the deposit act, making full, prompt, and successful efforts to enforce it.

Besides this, the extraordinary calls on the Treasury to meet very large appropriations at the most distant points, whether in specie or otherwise, have all been provided for seasonably, beforehand, and punctually met, without, we believe, a single exception.

We have obtained, and give below, for public information, a copy of one of the circulars to the banks above referred to.

TREASURY DEPARTMENT.

November 1st, 1836.

Sir: It is deemed proper and useful thus early to apprise the bank over which you preside, that in a few days after the first of January next, [provided the State of shall then have passed a law, accepting the deposits, and if not, as soon afterwards as a law shall be passed] a transfer draft will probably be drawn on it by this Department, for about the sum of \$

It will be made payable forthwith to the authorized of said State—the money to be kept in deposit on behalf of the United States. This transfer will be followed on the 1st of April, July and October next, by other drafts of similar amount, and payable to the same agent, unless in the meantime a different notice is given by this Department.

When the transfer drafts are forwarded to you, the precise amount will be ascertained and specified therein—and the form enclosed of such duplicate receipts as are to be taken by you of the agent, and one of them returned here as a voucher of your payment.

I am, very respectfully,
Your obedient servant,
LEVI WOODBURY,
Secretary of the Treasury.

President of the

From the Newark (N. J.) Daily Advertiser. MIRACULOUS ESCAPE.

Messrs Editors.—You will render a tribute to noble daring and heroic bravery, by making public through your columns, a father's thanks to the preserver of the life of an only son, at the late fire.

My son, a boy of 11 years, led by curiosity or boyish hardihood, ascended to the second story of a wooden building, in the rear, I believe, of a trunk maker's shop in Market street, the roof of the building at the time being nearly destroyed, and one end in flames. Some of the by-standers told the boy to come down, as the chimney tumbled. He immediately attempted it, but the flames had reached the stairs, and he pushed back to the windows; the garret floor had now burnt through, and the fire was falling around and upon him.

The people now beckoned him to jump as the only means of saving his life; terrified at his situation, and nearly suffocated by the smoke and flames, he sank down upon the floor. At this moment a young man sprang through the crowd, and rushed up the burning stairs to rescue him. The moment he reached the top the stairs fell, leaving no egress but a leap from the second story window among the burning brands beneath. Nothing daunted, he caught up my son, and sprang from the blazing building unharmed, bearing with him the object of his noble efforts. With the true modesty of his daring spirit, the preserver of my child disappeared from the crowd, and not until last evening could I learn his name.

And it was then with administration that I learned my son was the fifth fellow-being he has been the instrument in the hands of a gracious Providence of saving from a violent death.

If there is an individual possessed of the noble attributes of man, that being is HENRY MONROE, of Ferry st:

Your's with respect,
JAMES D. GARTLAND.

Shocking Casualty.—On Thursday last, a fine, interesting child of Leonard Sewell, Esq. of this vicinity, aged about 6

years, was thrown with great violence from a horse, with his right hand, he had mounted, and was so badly injured that he died almost instantly. The accident is rendered more distressing by the absence of his Parents, who left here a few weeks since on a visit to Alabama. Raleigh Register.

Distressing Casualty.

We learn by a letter from the Rev. Dr. Witherspoon of Camden, S. C. that William P. Ferrand, Esq. of Onslow county, was suddenly and unaccountably killed by the overturning of the Stage, 16 miles south of Cheraw, on the 7th inst. The Stage was filled with passengers, but none others were injured. Mr. F. was sitting on the middle seat; when taken out, a slight cut was discovered on the forehead over the eye. He spoke once—complained of his head—and died in less than ten minutes. His remains were interred on the farm of a Mr. M'Millan, to whose hands his effects are, where they will remain perfectly safe until called for. Mr. F. was on his way to Alabama, and had a considerable sum of money about him. He was one of the Candidates on the Van Buren Electoral Ticket, in this State.—16

Execution.—On Friday last, Levi Miller, convicted of the murder of John Whitaker, underwent the dreadful sentence of the law at Louisburg. He had been recommended to mercy by the Jury which tried him, and by many of the citizens of Franklin and Wake, but Gov. Spaight said that from the evidence given on the trial of his father (Merrill Miller) he thought the son, the more guilty of the two; and as the public seemed to be satisfied of the father's guilt, he deemed the young man a fit subject of execution. A letter from a friend at Louisburg, says:—“The youth of Levi and the general belief that he father was the cause of his being involved in the crime for which he suffered, caused an almost universal sympathy in his behalf, and I believe, I do not exaggerate when I say, that nine-tenths of the persons assembled to witness his execution, would have been highly gratified if a pardon could have been extended to him.”

“I learn from those who duty required them to assist in the Execution, that the young man exhibited but little firmness. He said that his father had brought him to his awful condition.”

“The arrangements made by the Sheriff were very judicious, and the Execution was attended with nothing adventitious to add to the horrors which such a scene is calculated to inspire.”—16

The Indian Prisoners.—It will be recollected that several of the hostile Indians were detained, by the authorities of this State as prisoners, to answer for crimes which were committed by them during the recent disturbances. The notorious Jim Henry, who was foremost in deeds of darkness and bloodshed, with sundry of his associates, were confined in the Jail of Russell county. Judge Shortridge presiding, bills of Indictment were found against them by the Grand Jury. Jim Henry, through his counsel, Messrs Underwood and Harris, succeeded in changing the venue in his case to this county. He is charged with negro stealing; the punishment upon conviction is death. Sam Brown was charged with the same offence. The jury found him guilty, but a motion in arrest of Judgment having been made by his counsel, Messrs Goldwaite and Robertson, his Honor reserved the question as being novel and difficult to the decision of the Supreme court. Chlanca alias John for the murder of Fannin, was found guilty; as was also Tusconer Fizio, and four others for the murder of Green the stage driver. Harwell and Hilliard appeared for the prisoners. The prosecution on the part of the State was conducted by the Solicitor G. D. Shortridge, Esq. The 26th of November is the day set apart for the execution of the last six above mentioned.—There are four others now in custody, to be tried for similar offences at the next ensuing Term of Russell Court. They will, we understand, be undoubtedly convicted. Montgomery, (Ais) Adv.

SOUTH CAROLINA Sumter District William H. Brunson applicant.

Leonard E. Brunson, Manning D. Brunson, Lawrence Brunson, Jared N. Brunson, James Y. Brunson, Willis L. Brunson, Henry P. Brunson, Mary Brunson, Demarries Brunson, (now Hodges) having intermarried with one Hodges, Emily Brunson, (now M'Elvain) having intermarried with one M'Elvain, Mason Reams guardian ad litem for minor heir William L. Brunson defendants.

It appearing to my satisfaction, that Leonard E. Brunson, Henry P. Brunson, Jared N. Brunson, Lawrence Brunson Emily M'Elvain, and her husband, reside with out this State, it is therefore ordered that they do appear and object to the division or sale of the real estate of Peter E. Brunson dec'd on or before the nineteenth day of December next, or their consent to the same will be entered of record.

WILLIAM LEWIS, Ordinary, S. D.

Oct 29:37:h Pr's fee, \$6 75

Cotton Saw Gins

Those who calculate on having their Gins repaired by the subscriber, will confer a favor by sending them in as early as practicable, and thus afford an opportunity of serving each in due time.—New Gins, with Steel or Iron plate, always on hand and for sale by JOHN WORKMAN. August 6—28—fm