

THE CINCINNATI RAILROAD.

We would call the attention of our readers to the Report of Judge Clayton on the above subject. There has not, perhaps, since the foundation of the Government, been presented to the consideration of the people, a matter of such deep importance to themselves and their posterity to the latest generation. We believe it the bounden duty of the Press of Georgia to lend its whole and undivided energy to the awakening of the public to a proper feeling on this subject. It is a work in which all parties can unite, and the only contest between them should be who can say most and do most in furthering the accomplishment of so grand an enterprise. The time has arrived when the people of Georgia should arouse themselves from the apathy which has so long paralyzed their energies on the great question of internal improvement. By their almost criminal lethargy they had well nigh lost a participation in the great work of uniting the West and South by railroad communication. Their sister State, South Carolina, with its usual and highly laudable public spirit, and with infinitely less advantages, has greatly outstripped Georgia in the race of internal improvement, and has almost drawn to herself the exclusive benefits of a project the most magnificent that has animated this or any other age. Let the people no longer flag on this vital concern, and all will yet be well.—Athens Whig.

TO THE PEOPLE OF GEORGIA.

The undersigned, as the chairman of a committee appointed for that purpose, now respectfully submits to your consideration the proceedings of the Georgia delegation at the Knoxville convention, and the measures to which it has given rise. That convention was represented by fifty-five members from Georgia. On their arrival at Knoxville they found that charters had already been granted by the States of Kentucky, Tennessee, North and South Carolina, to a company to be called "the Louisville, Cincinnati and Charleston Railroad company," for the purpose of "establishing a communication by railroad, between the cities of Cincinnati, in the State of Ohio, Louisville, in the State of Kentucky, and Charleston, in the State of South Carolina, through the States of Kentucky, Tennessee, North and South Carolina."

The Georgia delegation, as will be readily perceived, found themselves foreclosed from offering any direct proposition to carry the road through Georgia to any of her seaport towns; nevertheless they determined to participate in the deliberations of the convention with a view to obtain an interest in this important work. On the part of the whole delegations from Kentucky and Tennessee, and part of those from North and South Carolina, they met with a cordial desire to have the State of Georgia connected with the enterprise. The Georgia delegation, therefore, in an equal spirit of concession, early in their discussions apart from the convention, came to the following *Resolution*,

"that if it should be determined to locate the Cincinnati and Charleston railroad without the State of Georgia, it is still her interest to procure a connection with that road on terms of equality and reciprocity in its use, throughout its whole route from its point of intersection;

and that the Georgia delegation, in the convention, will steadily aim at the procurement of such connection." Preparatory to any definite action in the convention, and in aid of the objects of the foregoing resolution, they appointed a committee, consisting of "Messrs. Parkman, Campbell, Casey, Dearng, and Buiss, to embody and report to the delegation statistical and other details tending to shew to the people of the West, and all others interested, the advantages to be derived from a connexion of the Cincinnati railroad, on its way to the Atlantic, with some point or points in the State of Georgia."

Mr. Parkman, from this committee, made a very able and highly satisfactory report; the same was laid before the convention, and will be published with its proceedings. Another committee was raised, composed of "Messrs. Chappel, Habersham, Newnan, Thompson, (Engineer of the Georgia railroad) Scudder, and McAllister, to report upon the facilities afforded by the passes of the Blue ridge, on the borders of the States of Georgia and Alabama, for the passage of a railroad communication between the West and the South Atlantic coast." This duty was likewise very ably and satisfactorily performed by a report from the committee through their chairman, Mr. Chappel, and the same was presented to the convention, and will also be published. It contained convincing evidence that Georgia could afford two passes through the ridge, of much less difficulty than any that had been found, more direct, of shorter distance, and of course producing less expense.

The committee making this report, as well as the delegation, very properly abstained from giving a preference to either of these routes. They believed it a matter entirely for the wisdom of the State, upon the most matured information hereafter to be obtained, and to that

and they confidently expect experimental surveys will be made. With a view more efficiently to bring this last subject to the speedy consideration of Georgia, the following resolutions were passed by the Georgia delegation to wit. 1. That it is important that the people of Georgia meet in convention to consider the subject of internal improvement. 2. That Messrs. Clayton, Poe, Jenkins, McAllister, Floyd, Scudder, Buchanan and Mosely, be a committee to address the people of Georgia on this subject, and that they be authorized by this delegation to call such convention, to meet at Macon on the first Monday in November next. 3. That said committee be one of correspondence to collect information from every source within their power, to be by them laid before the people in such way as they may deem best calculated to promote the great work." It is in obedience to these resolutions, in part, and the direction of the rest of the committee, that this publication is respectfully submitted to the public, and an earnest solicitation is made to the people of Georgia to hold the convention at the time and place therein recommended. And as the general election is now approaching, it is further respectfully recommended to embrace that occasion, or some other, which may best suit the convenience of the people, to appoint delegates in each county, equal to their number of Representatives in the Legislature, to meet in said convention.

Returning to the further proceedings of the delegation at Knoxville, after they had presented the documents, already mentioned, to the convention, that body with the utmost promptness and unanimity, adopted the following preamble and resolutions: "Whereas it has been resolved by this convention, that it is important that a branch of the Louisville, Cincinnati and Charleston Railroad, should be extended from some point of Tennessee, into the State of Georgia, upon reciprocal terms with those enjoyed by the States of Kentucky, Tennessee, North Carolina and South Carolina. And whereas an opportunity should be afforded to the State of Georgia, and its citizens, to become participants in the construction, and benefits of said road:

Be it, therefore, Resolved—That applications should be made to the Legislatures of the States of Kentucky, Tennessee, and North Carolina, for an amendment of the charters granted by those States, to admit the State of Georgia and its citizens to become participants in the construction and benefits of said road, upon terms of perfect equality with those that are to be enjoyed by the States of Kentucky, Tennessee, N. and S. Carolina, and their respective citizens. And that a further amendment should be provided, giving to the State of Georgia in the general direction of the company, three directors, residents of that State, and such a local board as are provided in the existing charters, for Kentucky, Tennessee, N. and S. Carolina.

And be it further resolved—That a further amendment should be made in the existing charters of said company, providing that the branch of the road to be extended into the State of Georgia, shall commence at Knoxville, Tennessee, or at the nearest point thereto, if the road of the company shall not strike Knoxville, to be constructed thence to such point in the State of Georgia as said State may select, and for that purpose, that the capital of said company be increased \$——

And be it further resolved—That the charters of the company ought to be so amended as to authorize and require the board of general direction, whenever it shall be the unanimous vote of the directors of a State to that effect, to apply the amount subscribed by a State and its citizens, in the first place, to the construction of such portion of said road and its branches as shall run within said State.

And be it further resolved—That the company shall not be compelled to construct the said branch from the main trunk of the road until the State of Georgia and others shall subscribe for this object and pay over as required to the company, the amount requisite to the construction of said branch, agreeably to the provisions of the charter.

It will be perceived, that under existing circumstances, the above resolutions were all that could be obtained against a charter already organizing a company, with such exclusive privileges as forestalled the State of Georgia from any participation in the great enterprize. Those who held, by previous grant, the promised advantages of the undertaking, could not consent to relinquish the location of the main line, to the decision of the convention, nor indeed could that body have settled such a question, in as much as they were clothed with no definite powers, and therefore could interfere with no acts of previous legislation. All that they could do was advisory, and they hoped through their constituents, whose true interests they believed justified their course, they would be able to obtain the support of the measures thus recommended. If not, Georgia was in no worse condition, and she would be left to seek through some other equally favorable channel, an intercommunication with the great West. Indeed, it will be a matter of serious consideration, first, for the proposed convention, and then for the Legislature, whether the concessions obtained from the convention, under the impediment and sun-weighted difficulties peculiar to such a complicated project will be preferable to a connection with the valley of the Mississippi in some other quarter, less involved with conflicting interests, and promising a more speedy and economical accomplishment of the work.

The next reflection which the delegation could give the subject, while engaged at Knoxville, amidst unpremeditated discussions, without the information necessary to correct decisions, pressed for time, hastily called together, and as hastily adjourned to meet the general convention, resulted in the belief that it was all important that Georgia should become a co-worker in the magnificent scheme which is to pour such incalculable advantages into the lap of the South. They, therefore, not only accepted the terms already mentioned, but animated by a deep felt conviction of the vast consequences, moral, political and physical, which such an enterprise must produce in every quarter of the West and South, upon their separation, they pledged themselves to each other on their return to their respective homes, to use every effort within their power, to arouse the attention of their constituents to the importance of connecting Georgia, with the Cincinnati, Louisville and Charleston Railroads." The foregoing contains a concise history of the measures adopted by the Georgia delegation to procure for their State an interest in the railroad communication intended to connect the western States with the South Atlantic coast.

A few of the views that guided their deliberations, may not be unacceptable to their constituents:

1st. The corporation to which this immense work is confided, has a power, and will exercise an influence, far exceeding any that has ever been created in the western hemisphere, and with the exception of perhaps the South Sea Company, the greatest in the world. Its duration is perpetual, and its privileges are no less than that of being the exclusive carriers for all the millions of people that will inhabit the western States, and those to be hereafter created to the Pacific Ocean. Its control over the commerce of the South will be alike extensive. The vast and rapidly increasing productions of the Mississippi, and its tributaries, as well as the incalculable consumptions necessary for an equally growing population, must all pass through their hands. To its future wealth, there can be no reasonable limits. The dependencies it will create—the relations it will bear to trade—the direct influence it will exert over labor—its effects upon the relative value of property, and the dangerous control it can wield over the prospects of whole sections of country, by means of the increase or discontinuance of its innumerable branches; all these, and many other views of the subject, make it a matter of the deepest concern that every State within its reach should be interested in, and

possess a controlling power over its operations. Georgia is the fourth State in the Union, as to territory, with every variety of climate calculated to supply either the wants or luxuries of man--producing the most valuable staples known to any country. It has the most precious and other minerals, together with all the grains reared in any region, at one end--sugar, rice and rare fruits at the other, and cotton all over this peculiarly favored State,--a State that may well be called the land of "corn and wine." It behoves such a State to feel and take an unusual interest in this grand enterprise, and to connect itself with an association whose operations may involve consequences of the last importance to her future welfare.

2d. The South Atlantic coast is separated from the western States by the mountains, which heretofore seem to have denied all commercial intercourse. On their eastern, which is emphatically their sunny side, is a climate that, for its general influence, is unsurpassed, and as before stated, peculiarly adapted to the production of every thing necessary for support, for comfort, or the encouragement of the useful arts. Its seaports are the depositories of the vast stores of Europe. On their western declivity is a soil rich and productive beyond any thing known to other regions, but they are wholly of the provision class, save and except its valuable minerals, and the growth of that useful article hemp. All of which, so extensively in demand are shut out from a most profitable market in the South by the barrier already mentioned. The soil of the west is the land of food, the climate of the south is that of raiment. The Mississippi in its progress from north and south runs parallel with the Atlantic coast, and is about equidistant from that vast range of mountains which separate the two. It is itself a coast, but of an extended land ocean constantly pouring upon its bosom the invaluable products of ten thousand streams that pour themselves from thrice ten thousand hills. These court an exchange with the rich merchandize of Europe, that line the Atlantic border, and nothing keeps them apart but those frowning Alps that have so long hindered their approach. These once penetrated by a system of railroads, and a living current will be given to this comparatively stagnant trade, which, in its course, will fertilize the extended plains of the South, and diffuse equal if not more signal blessings to the most distant valleys of the West. In such a quickened circulation of the great materials of commerce, facilitating exchanges, increasing enterprise, invigorating labor, fostering the manufacturing, mechanical and agricultural pursuits, disseminating capital to the great improvement of physical science, it cannot but be perceived that such a State as Georgia must become the largest beneficiary in this wonderful revolution.

3d. The political considerations connected with the subject are of a force and magnitude peculiarly demanding the aid and co-operation of Georgia. The history of the legislation of the Federal Government attests a fact which none can deny, and which now is mentioned in no invidious spirit, that most of its appropriations of public money have been in the North. While millions have been spent in that quarter on Navy Yards, Docks, Breakwaters, Fortifications, Arsenals, in fine, every thing calculated to rear towns and improve those already established, to facilitate and improve navigation, to defend and encourage commerce, the South has been put off with merely its hundreds. This has created a dependency which is deeply felt among ourselves. It has cramped our resources to such an extent that more than half our subsistence and other domestic conveniences, perfectly within our power to command, are drawn from that quarter, when in truth, half the same monied patronage, from the acknowledged advantage of our soil and climate, would entirely reverse the condition of the respective communities. Besides, which is much the most important result of this legislative favoritism, the capital of the country centres in and around those great facilities created by the public treasury, and there is consequently drawn to those points the whole commerce of the country. Even the vast and valuable productions of the South are compelled to pass through and pay its tribute to this factitious ascendancy.

United with the West in the interchange of commercial interests, and influenced as they would be by all those feelings which a common purpose and reciprocal advantages never fail to inspire, who doubts that the political weight of that growing region would be made to preponderate in our favor in all future attempts at partial legislation, and certainly directed to a just and equal distribution of public expenditure?

In addition to this, the South possesses a property, which has recently been, and promises to continue, the subject of great agitation among, to say the least of them, a very officious and intrusive class of people. Nothing can give greater security to southern rights in relation to this property, than to have and promote an union of interests with the West. Whenever those affections which are erected by constant and interested intercourse between communities, shall have run their roots into all those multiplied relations produced by mutuality and identity of interest, depend upon it we shall have a safe guarantee in such a connection, against the disturbance of this property. The destruction of it would cause as serious mischiefs to a people thus indirectly deriving a prosperity from its existence, as certain and disastrous as that which would result to ourselves. Besides, this property can never be destroyed but by a blow that must send a tremor to the very foundation of society, and calculated, if successful, to uproot all the ligatures that bind it together. No people can calmly look upon such a condition of things who may have their millions, by reasons of our commercial connection, scattered throughout all our borders, and liable to the same common ruin.

4th. But there is another result from this confederacy of interest, which must be felt in no common degree. Between States so near each other, though heretofore so distant, by reason of the natural impediments unfortunately obstructing their intercourse, nothing can be so propitious as the SOCIAL benefits which will accrue to these approximated communities, brought together by commercial facilities, and a rapid and easy intercommunication. -- Apart from the kind feelings which the frequent and friendly interchange of civilities are known to create in the course of long and profitable dealings;--aside from the utility of those family connections and lasting attachments which the exercise of hospitality, the influence of wealth, and the dictates of interest never fail to produce, there will arise, by virtue of these new-wrought sympathies and affections, a more powerful motive for the continuation of the Union, than perhaps any which have as yet been formed or felt.

This report has been cautiously general for two reasons. 1. The views of the other members of the committee have not been communicated, and it was therefore desirable not to commit them by any opinion which might seem to be individual, and to which, hereafter, they would feel bound to dissent, thereby giving to a great work the appearance of division, where every thing is to be hoped from unanimity. 2nd. and a primary consideration--the subject involves a great State concern, in which doubtless there will be a conflict of local interests; it was therefore prudent to leave the subject, without the influence of preconceived opinions, where it properly belongs, with the people, in the proposed convention. -- This, however, is a conclusion, may be said; it is a work which claims the warmest support of every patriot--the regard of every friend to commerce, the aid of every well wisher of his race, and the constant and undivided countenance of the whole community. In it there should be nothing selfish, nothing exclusive. The benefits and blessings which it promises are more than enough for all, and they should be equally and impartially distributed to every section of this land so highly favored of Heaven.

A. S. CLAYTON,

Chairman of the Committee.