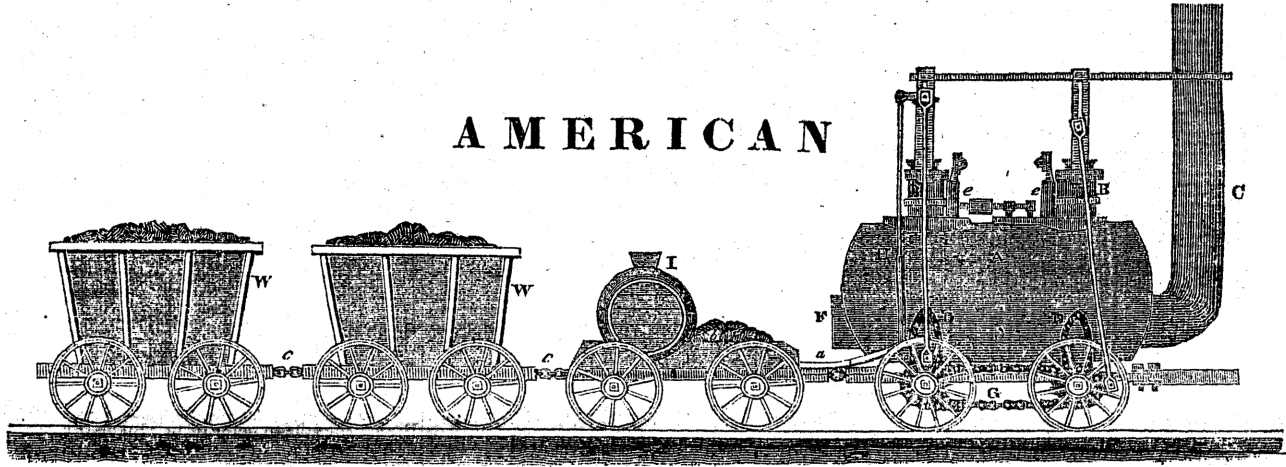


A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, FEBRUARY 18, 1832.

VOLUME I...NO. 8.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, FEBRUARY 18, 1832.

MR. STILWELL'S Report, which we promised in our last, will, we doubt not, recommend itself to the attentive perusal of our subscribers. It is creditable in all respects to Mr. S., and will be deemed generally instructive.

As to legislative interposition, too, on such projects as upon examination shall bear the scrutiny of calm and impartial persons, it takes the true ground. It is undoubtedly the duty—and with proper vigilance may be made clearly the interest—of the State to foster, encourage, and share in the great enterprize of opening to each other, by this new mode of communication, the various parts of our vast Empire—for New York is an Empire of itself. All the motives which led to the construction of the Erie Canal plead alike in favor of well considered Rail-roads; though for the reasons justly stated in Mr. S.'s report, the state cannot as to them take upon itself the exclusive agency and expense, as in the case of the Canal. But it may sanction by its subscription such of these undertakings, as careful investigation shall prove to be of reasonable promise, and of certain accomplishment; and in that way, aid, without material hazard, in works from which on the other hand it may derive considerable revenue. We do not mean that revenue should be the object—on the contrary we think it should not—and that the questions for the state to ask itself, are, not how much profit can be made, but, can it be secure in its investment—and will it be an investment beneficial in its results to the public?

The extract in continuation to day of the "History and Progress of Rail-roads," is particularly interesting to those engaged in, or projecting, enterprizes of this sort; as it treats of the most perfect form of rails, and of the manner of laying them most permanently, and so as they shall preserve their parallelism with the general line of the road. It is an immense advantage in undertaking Rail-roads, as in all other human enterprizes, that others have gone before us, and that we are thus enabled and privileged to profit by their experience. It is only the

half learned, and therefore conceited, man, who refuses to avail himself of the labors of his predecessors, and who vainly imagines that he, by his own unassisted efforts, can find out a path which others have sought in vain. It is the distinguishing characteristic between brute and human intelligence, that the fruits of the latter can be and are accumulated from generation to generation, so that all that come after may and can profit, if they will, by all that have gone before. There is no such progressive improvement among animals; and the man who would reject the experience of other days, in so far reduces himself to the level of the animal—who looks neither before nor after.

We would call attention to the subject of the communication on the last page of this number of the Journal. It is one in which we have long felt a deep interest, and to which we have called the attention of several gentlemen of eminence, whose opinions, we are much gratified to find, correspond with ours; and we are pleased with an opportunity which is afforded by the communication of "An Old Instructor," to lay it before the public. It is very desirable that the subject should be as extensively circulated as possible: we therefore respectfully request that those editors who may receive this number of the Journal, will refer to, or publish, the article alluded to, as may suit their convenience.—We also request other gentlemen who may deem the subject worthy of attention, (and who does not?) to give us their views in relation to it. We invite discussion.

POSTMASTERS who may receive this number of the Journal, are requested to act as our Agents. They will be allowed twelve per cent. upon all subscriptions when the amount is remitted in advance. The same will be allowed to any other gentlemen who may forward us subscribers, and the amount of subscription—THREE dollars, always in advance.

We give two communications from the Camden, (S. C.) Journal, over the signature of "Justice," which doubt the justice of our application to COL. STEVENS, of Hoboken, of "father of the System of Rail-roads in the United States." That writer seems to think that the late OLIVER EVANS merited that title.

It is our intention regularly to continue our semi-monthly statement of the range of the Thermometer, as furnished by a scientific gentleman of this city; and we shall also endeavor to obtain similar statements from different sections of the Union, and

thereby show the difference of temperature in our climate. We shall also continue to give the sales of real estate, and stocks in this city.

BOSTON, FEB. 8, 1832.

To the Editor of the Rail-road Journal:

SIR—In No. 6 of the Rail-road Journal, there appears a very important communication from Colonel Long to P. E. Thomas, Esq. It is, as you observe, precisely what is wanted; but in order that the calculations contained in it should be relied upon with confidence, they should appear to be based on the most recent observations and experiments; and my object in troubling you with this communication, is to ask if you can inform me when the letter was written. No date is attached to it in the Journal; and it is important to know whether Colonel Long would now adhere to all his estimates, or whether they would be modified by any subsequent improvements in Rail-roads or cars.

We are unable to say how far the calculations of Col. Long have been found correct by the experience of the enterprizing Company for whose benefit they were submitted; and we therefore publish the above letter with a view of eliciting information. We shall be much obliged by communications upon the subject.

We publish the following letter, (without permission) to show the desire of those engaged in Rail-roads to obtain information of various kinds relative thereto, and hope those having the information will communicate it to us, that we may spread it again to all interested.

To the Editor of the Rail-road Journal:

SIR—You will oblige me by sending one of your Journals for examination; and if it should equal my expectations, I will subscribe to it. The construction of Rail-roads has been my profession ever since their commencement in this state; and I wish to collect all accounts of the latest improvements in construction of the road, carriages, and also the labor-saving machinery in grading. An account of the lettings of contracts on Rail-roads and Canals, as also some account of the nature of the route over which they pass, would be very useful, viz. soil, nature of rock, if any, health of the country, and common rates of labor, with any other remarks that would be calculated to convey information to persons disposed to contract. Respectfully, &c.

Rail-road in France.—The Messenger des Chambres says, "We are much occupied at Paris with Rail-roads. Besides the road from Paris to Pontons", the contract for which has just been granted to Messrs. Henry, Maffet, and De Rasby, the companies have projected the making Rail-roads from Paris to Lyons, and from Strasburg to Paris. It is said that Sir Henry Parnell has proposed a Rail-way from Cal to Paris. Should a similar communication be established between London and Dover, from sixteen to seventeen hours would then suffice for the journey from Paris to London.