

Governor's Message.

[CONCLUDED.]

On the "let us alone" principle, the recuperative powers of this new country would soon restore prosperity. But we may expect, in addition, the hearty co-operation of the fostering powers of the General Government in bringing about the highest state of national prosperity, rather assisting and relieving, than reviving and distressing all the institutions of the country. As the country becomes more thickly settled, travel must increase on the roads and enhance the income in proportion. In proof of this, I have seen no report of the operations of Rail Roads in this country or Europe, which does not show an increase of receipts; and their operations in our country will yield a greater increase on account of our disposition to travel.

It would be idle, gentlemen, to talk to you relative to the many advantages resulting to the country from the establishment of Rail Roads. They have ceased to be experiments. Their facility in expedition afforded to travellers, in connection with Steam Boats and Steam Ships, will ensure their construction where the current of trade and travel require. They may be subject to mutations in profits, like all other property; but if correctly located, economically constructed, and well managed, they must be good property to the Stockholders; and if not, their utility to the other interests of the country cannot be questioned.

The attack of the President of the United States on Rail Roads, is exceedingly strange and unjustifiable. In the transportation of the mails, diffusion of knowledge and inter-communication, the easy and quick conveyance of armies to points where the country may be assailed, must be decidedly important and necessary to the Government, and favorable to the liberty of the citizen.

Where, then, can be the sense or propriety of these attacks of spleen and enmity? I am satisfied your honorable body can entertain no such feelings; but that you will afford such relief and support as is commensurate with the means and character of the State and the wants and merits of the work.

It may be contended that our Rail Roads have been injudiciously located, too expensively constructed, and even badly managed. But we should bear in mind, that they are our first experiments, and made at a period when the country was in more prosperous circumstances, and every thing of higher value. That both mistakes and unnecessary expense are the usual results of new works; but it should also be held in remembrance that many individuals backed their favorable opinions of these enterprises freely with their own money, and that they could not have practiced any intentional deception on the public, when it would fall so heavily on themselves.

Suppose we should admit the fact that our roads have not, so far, met public expectation, or even of the individual stockholders to the full extent; yet should we shut our eyes to the cause? Should we not remember that the general prostration of all other branches of business may have reached the works on the roads; that few extensive works immediately proves profitable; and that they have been only a few months in operation—certainly not long enough to test their worth to the stockholders? To all other interest, their utility can be of no doubt. We see every species of property greatly sunk in value; slaves, our most tangible and active property, depreciated at least 50 per cent; land yet more; and lots in our most favoured places, scarcely selling for the costs of improvement; very few farms yield legal interest, and, in the aggregate, probably not 2 per cent on their value; yet who so bold as to say that we should abandon the farm or neglect to build houses and improve town lots?

What, it may be asked, is the cause of such a state of things? The President of the United States informed us, in his message at the extra session in 1837, that it was overtrading, sumptuous living, and the issue of too much Bank paper. But such reasons, however, apt for other places, are totally inapplicable to North Carolina. There has been no overtrading here, no extravagant living, and less Bank issues than we had twenty years ago; and although our Bank capital was increased a small amount four years since, we have about the same now we had 10 years ago, exclusive of the capital of the branch Bank of the United States, which was employed in this State; during which time our demand has certainly greatly increased. It is the want of Bank or other active capital which has been the cause of sacrificing real estate and every other large amount of property, when forced into market for cash. More is actually required, not only to save property already existing from changing hands at great and ruinous sacrifices, but to assist the manufacturer, trader, mechanic and laborer, in the various branches of business, and the improvement of the natural advantages of the State.

Under a resolution of your honorable body, at its last session, I addressed a communication to the Governors of the several States, requesting information on the subject of Penitentiaries, Lunatic and Orphan Asylums, and Houses of Refuge; from whom several interesting replies have been received, but not sufficient to enable me to give you much light on those subjects. I find you herewith marked B, the information obtained, and submit the following general remarks: That all seem to concur in their usefulness; that by the establishment of a Penitentiary the punishment of crime may be more correctly graduated to its atrocity. Under our present code of criminal law, many punishments are fixed, and others left to the capricious estimate of the Judge; and to many cases neither the one or the other appears so fitted as to give satisfaction to public feeling. The result is, that in almost every case, a prison for pardon is preferred to the Executive, with whom it is left to see that the punishment is commensurate to the crime.

The work for draining the swamp lands has progressed considerably. The Pungo Canal is finished, and the Alligator about half completed. The lateral ditches on Pungo are now being cut, and some 15,000 acres nearly prepared for market. I see no reason to doubt the wisdom of this improvement.

I am very clearly of the opinion that opening an inlet at Nag's Head—reclaiming the swamp lands—improving the Neuse river as far as practicable, and thence the construction of a rail road to Raleigh and thence to the mountains—will be the best mode of opening a rail road and turning the surplus money and credit of the State to better employment, than by relieving the distresses of her people, and the improvement of her natural advantages?

weight. Although he may be satisfied that petitions are generally drawn by partial or prejudiced hands, in the absence of all information which no law provides for his guide; he is not enabled to act satisfactorily to himself or justly to the State or petitioner; but where a doubt is raised, he feels impelled to act on the side of mercy.

In the establishment of Penitentiaries and Asylums for their government, punishments could be better graduated to the crime and leave less room for complaint and petition. As they are generally used in all christian countries, to avoid shedding human blood and the exposure of punishments, in obedience to the more advanced state of civilization and refinement, profit and loss should not be a matter of consideration in providing the means of saving human life and obtaining a mode of punishment adapted to the crime. Regarding them, however, in an economical point of view, it would probably be less burdensome to the country than the present mode of confinement in the jails of the counties.

As regards Lunatic and Orphan Asylums, I presume there can be but one opinion. The returns of the Clerks and Sheriffs of thirty-six counties show the number of Lunatics to be two hundred and forty-nine of poor wretched creatures, most of whom call strongly on our charity and philanthropy for shelter, food and nursing; and no doubt if the number and condition of the orphans could be ascertained, the appeal to our sympathies would be equally strong.

The State is abundantly able to construct the necessary buildings, and it only requires the action of your body to establish the principle and place, upon which they shall be erected; the appointment of a competent superintendent to visit the various establishments of the kind and collect the necessary information, both of Penitentiaries and Lunatic and Orphan Asylums, and to commence the work as soon as the plan should be approved by the Governor or a Board of Commissioners raised for that purpose and an appropriation to meet the expenditures, placed subject to the Governor's warrant. In the meanwhile the necessary code of Laws might be prepared under a commission granted by your honorable body for that purpose.

Most of the counties have adopted the common school system, and a few have received the State's quota of money to aid them in this most estimable object. The want of school-masters is the only complaint which has reached me, and will, in all probability, be the most formidable obstacle to further success. By applying the proper corrective, that and all other difficulties, I hope, may be overcome. The several counties which refused the adoption of the system, no doubt acted on mistaken views, or wrong information, and their participation should, in justice, be provided for by law.

It is with the most unfeigned gratification that I congratulate the General Assembly on this work of their own, which has placed in reach of poor parents the opportunity of obtaining for their children what will so eminently improve their moral and mental condition, to make them better and more valuable citizens, and inspire them with grateful feelings to their country, which will never be forgotten in the hour of danger.

It is with great pleasure I have to inform you that, in obedience to the direction of the last session of your honorable body, a survey of Nag's Head has been procured. Under their resolution, directing a report to be made by some able and experienced Engineer, the Board of Internal Improvements appointed Major Walter Gwynn, who commenced operations in May last, and reported to the Board in June. This able and lucid report amply sustains the propriety and importance of your inviting the attention of Congress to the opening an Inlet at that point as a national work of the highest importance. The resolutions claiming the attention of our Representatives and Senators in Congress, were forwarded to them. The Representative from the first district, in which Nag's Head is situated, gave the subject his prompt and unremitted attention. A copy of the report and map of the survey were also forwarded to the representative from that district; but it reached him at too late a period of the session to be acted on.

Would it not be well again to urge this work on Congress? I am decidedly of the opinion that the enterprise is among the most important of any in the United States—in a national point of view, in the saving of lives and vessels, and the increase of the revenue; and to the State, in enhancing immensely the value of the lands and their products, and securing a mart to a large section of country, which has now to seek one elsewhere at a greatly increased expense and hazard. No principle has been better established by practice, than the right and propriety of the Federal Government to execute works of national importance; and none, in my opinion, is more clearly so in the United States, than opening an inlet at Nag's Head. If we turn to the estimates of the War Department for improvements, we shall find many vastly inferior, under the patronage of the General Government. It is, then, due to the State, and particularly to that section, to urge the execution of this work on the Government.

The very able report, on this subject, by Major Gwynn, will be submitted by the Board of Internal Improvements, to which I beg to invite your special attention.

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ing South Carolina, from the head of tide water, on the Cape Fear, to the West—form the system of improvements alike demanded by the character and interest of the State, to be accomplished whenever her means will permit.

The depressed state of the pecuniary affairs of the country at home, and its impaired credit abroad, would not justify undertaking, at present, improvements of very great extent and magnitude; but as far as the means which the State can command will go, there never was a more appropriate period. The disbursement in the construction would benefit every branch of business in its vicinity, by giving employment to laborers, mechanics, and a market to the farmer; and the work could be executed more readily, and at less cost, than in more prosperous times. In what could the surplus money and credit of the State be better employed, than by relieving the distresses of her people, and the improvement of her natural advantages?

As an improvement particularly called for by the wants of the State, entirely within her means, and important as the connecting links between her existing rail roads, the seaboard and the interior, I would call your attention to the improvement of the Neuse river from Newbern as far up as practicable and useful; thence by rail road from the Wilmington and Raleigh Rail Road to this place, for which the country and material are best adapted; and thence to the mountains by turnpike, as best suited to the use and material of construction of the country. This chain of improved communication and intercourse, is due to the State, and especially to the northern tier of counties, the trade of which has been diverted from our own markets to one in a neighboring State. This improvement would place at the pleasure of the farmer one or many markets, in or out of the State, with equal facility, and regain their lost relative position; and as it may be presumed that most would prefer those in the State, it would secure the profits which might otherwise accrue to our neighboring States, and assist in obtaining the balance of trade in our favor. The advantages to be derived in the purchase of West India produce in Wilmington and Newbern, and their better facility for shipping, will more than equal any advantages their competitors abroad can offer.

It is probable the stock would be readily taken by individuals, if companies should be incorporated for that purpose, for the two-fifths or one half of the amount, with proper privileges of payment.

The rail roads in our State have not had, as yet, sufficient opportunity to test the value of such stock; and as for investments in turnpikes, we have but few data on which to base an estimate. The Buncombe road yields a handsome profit, and it appears to me that a turnpike from this place to the west would be still more profitable, if the value of the stock were the only object of the State in constructing it.

The Board of Internal Improvements, agreeably to law, caused books to be opened, under the superintendence of active agents, to obtain the pre-requisite subscriptions before the Fayetteville and Western Rail Road Company could receive the State's subscription and organize, and I regret to inform you, without success. This appeared to be the favorite scheme of the State and I was anxious to see it executed. To the poverty of the country through which the greater part of the road would pass, and the depression of the monetary affairs of the country, may this failure be attributed.

Soon after the adjournment of the last session of your honorable body, Daniel W. Courts, Esq. resigned his appointment as Public Treasurer of the State; the vacancy occasioned by which was temporarily filled by the appointment, under the advice of the Council, of Charles L. Hinton, Esq., who has since sedulously discharged the duties of the office.

In the course of the present year, the Hon. R. M. Saunders and the Hon. John D. Toomer, Judges of our Superior Courts of Law and Equity, have resigned. The vacancies thereby occasioned, have been supplied, under advice of Council of State, by the appointment of Edward Hall, of Warrenton, and William H. Battle, of this city, whose commissions will expire at the close of your present session; and they both entered immediately on the duties of their respective stations.

It is with great diffidence I venture on any observations relating to our Court system; but I should not believe my duty discharged, if I remained silent. The resignations of Messrs. Saunders and Toomer brought to my knowledge the feelings and wants of the State in the appointment of these highly valuable and indispensable officers. The East, West, North and South claim the right and propriety of being supplied; and I have no doubt these considerations will be felt in the election of these officers in your body. If the range of the State were necessary to supply the higher order of talents, no change ought to be made; or, if the yielding to sectional considerations could meet the wants and wishes of the people, we might be content with the present arrangement; but I am persuaded neither the one or the other is effected. In every district, many men may be found abundantly qualified to discharge the duties of judge. When the claims of any section has heretofore been gratified, it has proved only for a short space of time—the incumbent generally changing his location for convenience or health, and again the district is left destitute of one of those valuable officers. To remedy this defect and quiet the conflicting interest of the different sections of our State, I would very respectfully recommend the location of the judges in each district respectively. The law must, of course, be prospective, and the present opportunity can furnish two vacant districts. It appears to be due to the Bar, to the wants and convenience of the people, and to the judges themselves, to make this alteration. The sittings might alternate as now, or the judges be confined to the duties of his own

district. The latter appears to me best. A person from the mountains cannot ride in one of the sea board districts in the fall with impunity. His risk of sickness and death is certainly alarming, and the result has been that the business of those districts is hurried over in a state of mind which must detract greatly from comfort and a satisfactory discharge of duty. The services of a most valuable officer has just been lost to the State by the fear of riding the first district this fall.

Allow me, gentlemen, to call your attention to the acts of 1836-37, creating the Boards of Internal Improvements, and of the Literary Fund of North Carolina. Of both these Boards the Governor is a member, and ex-officio president. Large sums of money are at their disposal, which they were required to invest in Bank stock and lend to individuals and corporations. These funds are daily increasing by appropriations, interest from loans, and Bank dividends. These laws are clearly defective, and should be altered. If it were intended to establish a loan office, the necessary provisions should be made, and competent officers appointed with adequate salaries. But it certainly never could be intended to convert the Executive into a loan office, occupying more of the attention and responsibility of the Governor than all his other duties combined, and diverting him from the higher and more enlarged trusts committed to his care.

It is considered radically wrong in the State to adopt any law by which individuals become debtors to it. Whatever spare funds the State may have, should be invested in stocks or devoted to the improvement of the people and country. If no other alteration is made, it would be a matter of great relief to the Governor for a union of those Boards. Such an alteration would curtail one half of his services, reduce the number of the members, and save expense to the State—Loans should be forbidden, and authority extended to investments in the stocks of rail roads and manufacturing companies, by purchase or by subscription, as the Board may deem best for the interest of the State, and all sales, in future, of property belonging to the State to be made for cash only. Should the contrary course be pursued, more money will be lost than credit sales would seem to promise, and your tables filled with petitions for indulgence which will be exceedingly painful to refuse.

The standard weights, agreeably to an act of your last session, have been contracted for; and they are nearly completed, and being delivered to the several counties.—No standard for measures has yet been received from the Federal Government.

The proceedings of Georgia, South Carolina and Virginia, herewith submitted in file C. to your consideration, at the request of their respective Governors, relative to the demands of Georgia and Virginia, on the State of Maine and New York for the apprehension and delivery of fugitives from justice, and their refusal, present matter to the Southern States of the most delicate and important nature. It is believed, under an influence of the most pernicious kind, that these States have acted in bad faith to the compact which secures the right of demand and surrender of fugitives from one State to another. The causes assigned are considered unsatisfactory.

In connection with this subject, the formation of a military company of negroes, most, if not all, supposed to be fugitive slaves, clothed in British uniform, stationed on the Canada frontier, and permitted to insult and threaten the lives of Southern travellers, and the constant practice of our slaves deserting to, and finding protection with the Northern and Eastern States, increase greatly the necessity of action on these subjects; in which all the Southern and Western States, to which such acts are injurious and offensive, should act together coolly and deliberately, but firmly, in the protection and maintenance of their rights.

Since the distribution of the arms, under the act of 1836-37, to the several counties which were then in the arsenals at Fayetteville and this place, the quotas to which this State are entitled from the General Government have been received at Newbern and Fayetteville, except several pieces of ordnance, the carriages and appendages of which were burnt in the recent fire at Wilmington, while waiting shipment to Fayetteville. The law provides for arsenals at Fayetteville and this place, but none at Newbern, a point equally important and necessary for a depot and keeper. The cannon burnt at Wilmington and other arms, occasionally require repair for their preservation and usefulness; but there is no law for such purpose. The executive is empowered to employ a guard at the arsenals whenever he should deem it necessary. This might be better accomplished by allowing uniform Companies some exemptions and privileges from taxes, &c. who would undertake the duty in such way as the Governor should prescribe. It would accomplish the double purpose of having those companies under better description, which are matters of no small moment.—Indeed, if the law was to extend to the uniform volunteer companies throughout the State, privileges and immunities of even trifling importance, it would secure improved discipline in the militia, now too much neglected. Whenever the common school system gets into operation, it would be good policy to make military discipline form a part of their exercises; as we are all admonished, from many circumstances, not to forget the necessity of preparing in peace for any emergency; and as a system, it is best to commence with the youths of the State.

The revised statutes have been distributed agreeably to law, and the remaining volumes placed with Messrs. Turner & Hughes of this place, and E. J. Hale, Esq. of Fayetteville, Booksellers, for sale on account of the State.

I have the honor of submitting herewith marked D, "the remonstrance of the citizens of the District of Columbia by their delegates in convention to the people of the United States and to the Legislatures of the

several States, against oppressions manifold and grievous, suffered from the misuse of the now ruling majority in Congress."—In file E, the proceedings of the several States of Kentucky, New York, Maine, New Jersey, Vermont and Connecticut, relative to the public domain. In file F, from the States of Maine, Indiana and Ohio on the subject of the disputed territory.

In file G, the recognitions of Justices of the Peace will be found.

It affords me, pleasure, gentlemen, to congratulate you on the completion of the Capitol, and the occupancy of more commodious and comfortable apartments for the transaction of business to all branches of the Government. It is a noble building and honorable to the State, and will descend to posterity as a proud monument of the spirit of the age. The completion of this structure, two Rail Roads, the establishment of Common Schools, and the reclamation of the Swamp Lands, will form a new and honorable era in the history of our State, to which her citizens may point with pleasure and pride.

I assure you, gentlemen, that it will give me unequalled pleasure to co-operate in any measure which may be deemed necessary for the happiness, welfare and security of our fellow-citizens.

I have the honor to be Your most ob'dt servant, EDWARD B. DUDLEY, Executive office, Nov. 16, 1840.

THE MESSENGER.

ASHEVILLE, N. C.

Friday Morning, December 11, 1840.

Congress.

Both branches of the National Congress met at the capitol in Washington, on Monday last, to open the 2d session of the 26th Congress of the United States. We shall wait for the last message of Mr. Van Buren with no little anxiety, and will lose no time in informing our readers of the important occurrences (if any) that may take place in the last session of the last Congress under the present Administration.

The electors to give the vote of this State for President and Vice President, met at Raleigh on the 2d inst.

The Succession.

The self-styled Democratic papers of the Union have already nominated a formidable host of candidates for the Presidency, at the expiration of Gen. HARRISON'S term, amongst whom we see the names of MARTIN VAN BUREN, T. H. BENTON, R. M. JOHNSON, J. C. CALHOUN, and LEWIS CASS. We had hoped the country would now have some rest, and the attention of the Press directed to something else than making Presidents—but, it seems that there is little or nothing that men of business can talk about—men of leisure read about, or men of the Press write about, but the Presidency! the Presidency!!—the PRESIDENCY!!! Like the daughters of the horse-leech, this subject is continually to cry Gire, Gire! and, like Aaron's rod, it is to swallow up every thing else! We are heartily sick and tired of it, and could wish little better than a straight-jacket to any man who will dare to name it for the next two years.

Now that the Presidential election is over, and the excitement attending it somewhat abated, we should like to propound to some of our good Democratic papers one or two plain questions, which, if disposed, they can answer at their leisure. First, If according to their own declarations, previous to the election, Gen. Harrison, a very unpopular man, beat Mr. Van Buren nearly 200,000 in the popular vote, how far would a popular man have beaten him?

Again, If Gen. Harrison, being a "dolt," "granny," "coward," &c., beat Mr. Van Buren, what sort of a being must Van Buren himself be?

From the intelligence we receive from abroad, the business of the country is reviving—Banks are resuming—goods are being imported, and the return of better times is confidently looked for. We must warn our friends, however, to mind their work—do not spend more than they earn—and be sure to pay the printer.

PENNSYLVANIA.—Gov. Porter has issued his proclamation declaring the HARRISON electors duly elected.

ILLINOIS.—We think this State has voted for Mr. VAN BUREN, though we have not seen the official returns. If so, Mr. VAN BUREN has received the vote of seven States, and Gen. HARRISON nineteen! Mr. CLAY, in his Hanover speech, said the latter would receive twenty States—he missed it by one.

When the intelligence of Gen. HARRISON'S election reached Tuscaloosa, Ala., the city was splendidly illuminated. The Whig members of the Legislature endeavored to get the capitol to illuminate it at their own expense, but it was refused them by a strict party vote! Four years ago, when Mr. VAN BUREN was elected, the same capitol was illuminated at the expense of the State!

The Supreme Court of this State will commence its winter term in the city of Raleigh on the last day in this month.

Legislature of North Carolina.

But little of a decisive character has been done in the Legislature since our last session. Various bills; mostly of a local nature, have been presented; and passed their first and second readings. We publish below the one referring to the construction of a turnpike road from Raleigh to this place. What is to be its fate ultimately we do not pretend to say.

A BILL.

To authorize the construction of the Raleigh and Western Turnpike Road.

I. Be it enacted by the General Assembly of the State of North Carolina, and it is hereby enacted by the authority of the same, That the Board of Internal Improvements, and they are hereby authorized, empowered and instructed to construct a turnpike road from the city of Raleigh to the town of Asheville, in Buncombe county; Provided, That the cost if the said road, including bridging, shall not exceed one thousand dollars per mile.

II. Be it further enacted, That the said Board be, and they are hereby empowered to make contracts with any person or persons, for surveying, locating, laying out, and constructing said road, and shall exercise all the powers necessary for enforcing the performance of such contracts. They shall appoint such engineers, officers and agents as they may deem necessary, and shall direct all the operations connected with the road.

III. Be it further enacted, That the sum of two hundred and fifty thousand dollars be, and is hereby appropriated from the public treasury towards the construction of said road, which shall be paid from any moneys not otherwise appropriated.

IV. Be it further enacted, That the width of the graded surface of said road shall be twenty-two feet, except in places where there may be great difficulties to overcome in the construction of the road; when it may be reduced to fifteen feet.—The slope of the embankments shall be one and a half foot base to one perpendicular; the slopes in cuts forty-five degrees or such as, in the opinion of the engineer, may best suit the character of the soil or excavation; the width between the ditches shall not be less than twenty-two feet plus three times the height of the embankment and four feet, so as to allow two feet on each side of the road between the foot of the slopes and edge of the ditch; and in all other respects the road shall conform to such specifications as the engineer and Board may approve. The grade of the said road shall not exceed three degrees, unless the expense of excavation increase the average cost above the limit of one thousand dollars per mile.

V. Be it further enacted, That so soon as a section of ten miles of the said road shall be completed, and as often thereafter as any other section of like length shall be completed, it shall be lawful for the said Board to erect toll gates thereon, and demand and receive the same rate of tolls per mile as are paid on the Buncombe turnpike road.

VI. Be it further enacted, That all persons liable to work on the public roads of the State, who may reside within two miles of the aforesaid turnpike, after it shall have been finished, shall be compelled to work on the said turnpike five days in each year, if required by the Board of Internal Improvements; and the persons so residing within two miles may be exempted by the Courts of Pleas and Quarter Sessions in such counties as the road may pass through, from working on any other public road.

VII. Be it further enacted, That no person shall be liable to pay tolls for travelling on said road in the county in which he resides; nor shall any person be compelled to pay any tolls for travelling on said road within ten miles of his residence.

VIII. Be it further enacted, That it shall be the duty of the Board of Internal Improvement to appoint agents or overseers on said road, assigning to each one a certain section; and if the said road shall be out of repair at any place, so as not to conform to the specifications of that part of the road, the agent or overseer of the section including such place, shall be subject to indictment and punishment in either the Superior or County Court, in the same manner as overseers of public roads are now liable.

IX. Be it further enacted, That after the aforesaid turnpike road shall have been located by the Board of Internal Improvement, it shall be the duty of said Board to cause a survey to be made from the town of Fayetteville to some convenient point on said road, at least seventy miles west of Raleigh; also one other survey from said road to Wilkesboro', provided the said road shall pass to the south of Wilkes county, and that they shall cause reports of these surveys to be made to the next General Assembly.

Up to the time of our paper's going to press, we have received no intelligence of any election for Attorney General—though there had been four ballottings. HUGH McQUEEN, J. R. J. DANIEL and JAMES IRELAND were in nomination.

JOHN G. BYNUM, of Rutherford, has been elected Solicitor for the 7th Judicial circuit. The final vote stood,

For J. G. BYNUM, 88 For J. W. GUINN, 66 Col. GAITHER's name was withdrawn.

REFORM CONVENTION.—A batch of Abolitionists, Deists, Fanny-Wright-men, and original Locofocos recently met in Boston, under the name of the Reform Convention, to consider the propriety of abolishing the Christian Sabbath, the priesthood, &c., &c. They adjourned, however, without effecting any important revolution in the affairs of our country.

A fire occurred recently at Georgetown, D. C., which destroyed property to the amount of fifteen or twenty thousand dollars.