The North Carolina Whig.

"Be true to God, to your Country, and to your Duty."

VOLUME 5. CHARLOTTE, N. C., DECEMBER 2, 1856. NUMBER 41.

THOMAS J. HOLTON,
Editor & Proprietor.

TERMS:

The North-Carolina Whig will be afforded to subscribers at TWO DOLLARS in advance; TWO DOLLARS AND FIFTY CENTS if payment be delayed three months; and THREE DOLLARS at the close of the year. No paper will be discontinued until all arrearages are paid, except at the option of the Editor.

Advertisements inserted at One Dollar per square (twelve lines, this sized type) for the first insertion, and 25 cents for each continuance. Court advertisements and Sheriff's Sales charged 25 per cent. higher; and a deduction of 33⅓ per cent. will be made from the regular prices, for advertisers by the year. Advertisements inserted monthly or quarterly at $1 per square for each time. Semi-Weekly 75 cents per square for each time.

Postmasters are authorized to act as agents.

SASH, DOOR & BLIND FACTORY.
CHARLOTTE, N. C.

HAVING associated ourselves together for the purpose of carrying on the CARPENTER AND JOINER'S

BUSINESS

in Charlotte, we take this method of informing our friends that we are at all times ready to furnish lumber at short notice, in a superior manner, all saw lumber ripped and jointed to order. Our Mortising and Blind machines are in constant operation, turning off Sash and Blinds in the most approved style. A supply of Sash of ordinary sizes kept constantly on hand at reasonable prices. Orders from a distance for Sash or Blinds of our own manufacture will be promptly attended to.

We intend to keep a supply of Pine Lumber the country affords.

Our machine shop is on College street, East of Methodist Church, where one of us can be found at all times.

We are determined to keep pace with the latest styles of work pertaining to our trade. We would invite the attention of the citizens of Charlotte to the advantages of doing work with dispatch our motto being "by industry we thrive."

RUDISILL & WHISNANT.

Nov. 1, 1856. 44tf

Encouraged for the patronage so liberally bestowed upon us by the citizens of Charlotte and surrounding country heretofore, I ask a continuance of the same, feeling assured that no pains will be spared to please.

JONAS RUDISILL.

J. & E. B. Stowe,

MANUFACTURERS OF

COTTON GOODS & YARN,

Stowesville, Gaston county, N. C.,

HAVING opened a House for the sale of their goods in Charlotte, desire to call the attention of Merchants to their House. Their Goods are of a good quality and well made, and they are prepared to offer a good supply of

GROCERIES,

on the most favorable terms for Cash or Country Produce. They solicit a share of public patronage.

JASPER STOWE.
E. B. STOWE.

Charlotte, April 1, 1856. 61tf

Notice.

PERSONS Owing accounts at the Charlotte Book Store, for the year 1855, must call and settle at first opportunity.

LOWRIE & ENNISS.

Nov. 1, 1856. 71tf

New Establishment.

THE undersigned having established himself and carrying on business in Charlotte, in the following branches of business, viz: Repairing, Gilding, Silver, Brass and all kinds of Jewelry, and Locksmithing. Work repaired; Compositions made to order. All Inks and Boxes of the most approved kind made, and warranted to be superior to any other kind for Mill and Factory purposes.

In these branches I warrant to turn out work in a workmanlike style.

To persons at a distance that wish to have work done I will give particular attention to sending it as soon as possible.

Clocks and watches, Watches, Guns altered from one style to another or otherwise repaired, warranted to keep time as nearly as possible.

I do not give any number of references as to my character for I think it unnecessary as I will do my work for itself. So send on your work as soon as possible all.

Cash or produce will be cash.

Please give me a call at my shop, opposite the Presbyterian Church.

JOHN M. MASON.

Charlotte, March 18, 1856. 40tf

Encourage this Knocking.

THE undersigned begs leave to return his sincere thanks to those who favored him with a call during the last year and he respectfully informs the public that he has removed to the Shop lately occupied by Messrs. George & Whitesides adjoining Mr. Hutchison's Planing Mills where he is prepared to execute all work in his line, as cheap and as good as any done in the State.

Turning, Cutting Screws, Repairing BOILERS and ENGINES of all descriptions, making and repairing Mill Spindles, Wood Planers, Ploughs, Ironing Wagons, and in HORSE-SHOEING &c.

He defies competition in his work with any one for neatness, and warrants Ploughs to Interfering shoes $1.25; common shoes $1; cast steel toes on steel plates $2.

He has recently erected an Air Furnace for melting Brass, which ensures a ready. The public can get Brass and Composition Castings by calling at the shop, specifying patterns, furnishing patterns, or Brass melted over at a reduced price, with promptness and despatch.

Turning Copper and Brass wanted.

S. J. PERRY.

Nov. 1, 1856. 46tf

Last Notice.

PUBLIC NOTICE is hereby given, that all the Notes and Accounts of SPRATT & ALLISON—SPRATT, DANIEL & Co., and ALLISON & DANIEL, are transferred to the undersigned, for the benefit of the creditors of said firms respectively, and that they are in the hands of J. R. DANIEL, for immediate collection—to whom indulgence cannot be given, as the money must be paid.

JOHN ALLISON.
J. R. DANIEL.

Nov. 15, 1856. 41tf

Fair Notice.

THE Copartnership of MOORE & BYERLY has this day expired. All those indebted to the firm and wishing to save cost, are requested to come forward immediately and make settlement, as the Business of the firm must and shall be settled in a few days.

MOORE & BYERLY.

July 31, 1856. 24tf

Notice.

THE subscriber informs his friends and the public generally, that he will continue the

Tinning Business

at the old stand, where all orders for work will be punctually attended to.

R. W. MOORE.

Aug. 1, 1856. 25tf

MANSION HOUSE,

SALISBURY, N. C.

THIS Establishment is conveniently situated to the New Court House and Rail Road Depot and every effort will be made by the proprietor to make all that may call on him comfortable while they stay.

☞ Remember the nearest Hotel to the Depot and Court House.

W. B. GRANT.

June 3, 1856. 15tf

Notice.

THE CHARLOTTE MUTUAL INSURANCE COMPANY continues to take risks against loss by Fire on Houses, Goods, Produce, &c., at usual rates.

☞ Office in Brawley's Building, upstairs.

DIRECTORS:

M. B. TAYLOR, *President.*
S. P. ALEXANDER, *Vice President.*
J. A. YOUNG,
J. H. WHITE,
J. H. CARSON, C. OVERMAN, A. C. STEELE, } *Executive Committee.*
J. H. WILSON, *Attorney.*
E. NYE HUTCHISON, *Secretary.*

Aug. 12, 1856. 25tf

Read This and Take Notice!

I, AS SURVIVING PARTNER of SPRINGS & WEDDINGTON, have to close up the business of said firm, I therefore notify persons indebted, either by Note or Book Account, made at Clear Creek or Rocky River Store, that longer indulgence will not be given. As the largest number of said Notes and Accounts have now stood too long unsettled, the shortest and quickest course will be pursued for their collection. Call at the Grocery Store of Spring & McLeod's, Charlotte, or at the Store in Rocky River, where the business will be continued, and settle the same forthwith.

LEROY SPRINGS,
Surviving Partner.

Charlotte, Aug. 5, 1856. 23tf

WATCHES AND JEWELRY.

THOMAS TROTTER & SON have just received and will be regularly receiving additions thereto a choice stock of handsome and fashionable WATCHES from the most celebrated makers. Also, a rich assortment of

Fashionable Jewelry, Chains, &c.

All of which will be sold low for cash, or on short time to punctual dealers.

THOMAS TROTTER & SON.

Charlotte, June 17, 1856. tf

Notice.

IN CONSEQUENCE of having lost by the fire which occurred in this place, on the morning of the 27th of May last, various Notes and claims against numerous persons in this and adjoining counties—which notes and claims, being the property of A. C. Sterle, A. Belhune & Co., and others, which were placed in my hands for collection. All persons, therefore, against whom any of such claims are still standing unsettled, are hereby duly notified, that unless they appear immediately and close up the same, by note or cash, I shall be compelled to file forthwith, those in Equity, thereby subjecting such persons to additional and unnecessary costs.

S. W. DAVIS.

Charlotte, June 17, 1856. tf

Ho! for Kansas!

ROBERT SHAW takes this opportunity of informing the public generally, and all who intend going to Kansas in particular, that he intends to continue the

SADDLE & HARNESS BUSINESS,

at his old stand, in Springs' Corner Building, where he intends to keep constantly on hand a supply of

SADDLES, HARNESS, BRIDLES, &C., OF EVERY DESCRIPTION.

His friends are respectfully invited to call and supply themselves, as every article he has here will be afforded on the most reasonable terms.

REPAIRING done at the shortest notice and with neatness and despatch.

February 19, 1855. tf

A. F. BREVARD,

ATTORNEY & COUNSELLOR AT LAW,

CONCORD, (CABARRUS CO.,) N. C.,

WILL attend to business committed to his care in Cabarrus and the adjoining counties.

February 5, 1856. 36tf

PROFESSIONAL CARD.

DR. E. M. COBB

WILL be pleased to receive Professional Call, in the departments of MEDICINE and SURGERY. Unless professionally absent, he may be found at his residence, Fort Mill Depot, York District S. C.

Feb. 19, 1856. tf

Mattresses

READY-MADE, of Shucks or Springs. Persons wanting different sizes and styles, will please call.

☞ All ORDERS promptly filled.

T. M. FARROW.

April 15, 1856. 80

BONDS *for the Delivery of Property,* FOR SALE HERE.

GOVERNOR'S MESSAGE.

EXECUTIVE DEPARTMENT,
RALEIGH, Nov. 17, 1856.

To the Honorable the General Assembly of the State of North Carolina:

GENTLEMEN: You have been elected by the people of the State to represent them in this General Assembly. They have confided to you powers, the highest and most important known to our government and laws. Coming as you do from the great body of your fellow citizens and from every section of the State, it is supposed that you are acquainted with their wants and necessities, and that these will be provided for, so far as it can be done by wholesome and enlightened legislation. I doubt not that every effort will be made on your part not to disappoint these reasonable expectations. For my own, allow me to assure you that my aid, however feeble, shall at all times be given towards facilitating your labors.

Before touching upon matters concerning more especially our own State and polity, allow me to congratulate you upon the happy termination of the exciting political contest through which the country has lately passed. For the first time in our history we have seen an attempt seriously made by one section, or more properly speaking, by a political party of that section, to get the control of the different departments of the general government, with the determination expressed to administer that government on strictly sectional grounds. It was virtually an attempt to degrade one section and to endanger its institutions, and to deny to it, those equal rights and privileges to which all the States in the Union are entitled, and which hitherto they have enjoyed.

True it is, that all this was sought to be done according to the forms of the constitution. But the attempt was not the less atrocious for that reason.

The general government was intended by its framers to operate for the protection and safety of all, and if properly administered, will only be felt in the most beneficent manner. But whenever it is seized upon, even under the forms of the constitution, by one section of the country and so wrested, and perverted from its legitimate purposes as to become an instrument of oppression or degradation to the other, he knows very little of the Southern people who believes that they would submit tamely and ignominiously to such a government and to such an Union, however dear one of a different kind may be, and, I trust and believe, is to all. Whatever may have been said to the contrary, we of the South have not sought to control the affairs of the country or its government, so as to advance our own peculiar views and interests at the expense of any other section.

All we have asked for is to be protected in the right[illegible] by the constitution[illegible] alone, in their enjoyment and in the common Territories of the Union. More than this we have not sought to obtain. Less, if true to ourselves, we will never submit to take.

United, as we have been, mainly, in the late contest, we have nothing to fear. For a time madness and fanaticism ruled the day, and the wisest, the best and most patriotic in the land were filled with fear and misgiving. But the result shows that we have as friends a large and influential body of patriotic, conservative, national men at the North, who, in a crisis like the one we have passed, are ready, at every hazard, to stand by the Union and the rights of every section. The task set before them, I regret to say, was one not easy of accomplishment. But well and successfully have they performed it, and entitled themselves to the thanks and plaudits of all and the eternal gratitude of the South. For the present the contest is ended, perhaps to be renewed in a short time. Let us hope otherwise, and that peace, order and good feeling may return and abide with us.

One of the foremost statesmen of the land, a man eminent for his talents, of great knowledge and experience in public affairs—just in his purposes, national in his views, moderate in all things, and whose private life has been as pure and irreproachable as his public one has been honorable and useful—has been elected President of these United States. Scarcely inferior in all the qualities of a statesman, though of fewer years and less experience in public affairs, is he who has been elected to the second office within our gift.

With the legislative department of the government in accord, surely we have ample reason to hope for a successful administration of our national affairs, a restoration of peace and harmony, and a strengthening of the ties which bind together the States in one National Union.

It gives me pleasure to be able to state to you that since your last session, the general condition of the State has been one of prosperity and improvement. Our public works are steadily advancing, our colleges and schools are on the increase, and are generally in a high state of prosperity; our Common School system, though by no means perfect, is yet gradually improving and manifesting very decidedly some of the beneficial results anticipated from it. Our great interest, agriculture, to say nothing of others, is attracting the notice it deserves, and our people are on the enquiry for the best modes of improving their lands and increasing their crops. Upon the whole, our physical comforts are being increased, while it is believed that our moral condition, as a people, is improving. And though one of our grain crops for the present year has been cut short for the want of timely rains, yet, in view of the manifold blessings we have enjoyed, and the evils from which we have been spared, we have ample cause to render thanks to that kind Providence which hitherto has so eminently blessed our people and country.

The first subject to which I desire to call your more particular attention is, the important one of the public debt of the State.

In advance of the report of the Public Treasurer, which will in due time be presented to you, that officer has, at my request, furnished me with the following statement, shewing the indebtedness of the State by bonds, the various items composing the same, for what purposes incurred, and the time at which these sums respectively fall due:

	AMOUNT.	WHEN DUE.
For bonds issued on account Raleigh & Gaston Rail Road,	$500,000 00	Jan. 1, 1860.
On b'ds issued at sundry times in 1849, under act of 13 Jan. 1849, to provide for the payment of the debt of the State to the Bank of Cape Fear, to the B'k of the State, and other debts due on ac't of endorsement by the State for the R'l'gh and Gaston Rail'rd,	200,000 00	In 1859.
Under act to provide for the payment of [illegible] passed Jan. 28, 1851,	40,000 00	In 1861.
Do do do,	130,000 00	In 1862.
F. & W. Plankroad b'ds running twenty years,	26,500 00	In 1869.
Do do do,	33,500 00	In 1870.
Do do do,	43,000 00	In 1871.
Do do do,	20,000 00	In 1872.
The foregoing are registered bonds.		
The following are coupon bonds, under act of 27th Jan'y 1849, for construction of Gaston & Weldon Railroad, and for improvement of the navigation of the Neuse and Tar rivers, running ten years,	41,600 00	July 1, 1864
Do do do,	67,000 00	Jan. 1, 1865.
Do do do,	44,000 00	July 1, 1865.
On account of N. C. Rail'd bonds, running 30 years,	560,000 00	Jan. 1, 1883
Do do do,	500,000 00	July 1, 1883.
Do do do,	500,000 00	Jan. 1, 1884.
Do do do,	130,000 00	July 1, 1884
Do do do,	370,000 00	Jan. 1, 1885.
Do do do,	1,000,000 00	Ap'l 1, 1885.
F. & C. Plankroad b'ds running twenty years,	20,000 00	Ap'l 1, 1875.
Do do do,	10,000 00	July 1, 1876.
F. & Warsaw Plankroad bonds, running 20 years,	4,000 00	July 1, 1875.
Tar river, under act of 14th Feb'y 1855, b'ds running thirty years,	15,000 00	Jan. 1, 1886.
Lunatic Asylum b'ds, running ten years,	40,000 00	Jan. 1, 1866
Do do do,	10,000 00	July 1, 1866.
Atlantic and N. C. Rail. road bonds, running 30 years,	500,000 00	Jan. 1, 1886.
Do do do,	50,000 00	Jan. 1, 1886.
Western & N. C. Railroad bonds, running 30 years,	200,000 00	Oct. 1, 1886.
Bonds for money carried to public fund by resolution of General Assembly,	40,369 55	
Bond for money borrowed of the Literary Board,	15,442 00	
	$5,625,802 55	

The books of the Public Treasurer show a total indebtedness, on the 1st November, 1856, of $140,412 86. It is proper to state that this amount should be increased by about the sum of $30,632 32, for interest on bonds of the State held by the Literary Board, as above set forth, and also upon coupon bonds of the State, purchased and now held as part of the Literary Fund—Further reference will be made to the matter before concluding this communication.

By virtue of legislation at the last General Assembly, State bonds for the following amounts are yet to be sold, and the proceeds applied as follows:

Fayetteville and Albemarle Plankroad, running 20 years,	$20,000
Fayetteville and Warsaw Plankroad, running 20 years,	6,000
Atlantic and N. C. Railroad, to balance of State's subscription, 30 year bonds, and which will probably all be called for in the ensuing year,	533,000
Western and N. C. Railroad, 30 year bonds, for balance of State's subscription, and which will probably be called for before the meeting of the next Gen'l Assembly,	600,000
Income Asylum, 20 year bonds, will be required at an early day,	21,000
Total,	$1,180,000

By virtue of an act passed at the last General Assembly, $20,000 was subscribed to the stock of the Yadkin Navigation Company, of which $5,000 has been paid; and under the provisions of a similar act, $20,000 was subscribed to the stock of New River Navigation Company, of which $10,000 has been paid. Leaving to be paid the sum of $25,000. The payments above were made out of ordinary funds in the treasury, there being no provision for raising the money in any other way; and the above balance must be paid in the same manner, unless other provision is made therefor.

The State is bound, as endorser, as follows:

On bonds of the Wilmington & Weldon R. R. Company,	$250,000
On bonds of Cape Fear and Deep River Nav. Co., falling due in the year 1860,	300,000
On bonds of Chesapeake and Albemarle Canal Co., falling due in 30 years,	250,000
	$800,000

The State is secured by mortgages, according to the several acts of Assembly directing the above endorsements.

Of the amount last named $50,000 only of bonds has been endorsed and delivered by the public treasurer. In the whole amount is put down, as the company has given the certificate of the requisite subscription of stock in the same and executed the mortgage required by its charter to entitle it to the endorsement of its bonds, to the amount stated, when called for.

The interest has for many years been paid promptly by the first named company; and its present prosperous condition removes all doubt as to its ability to pay for the future. The interest has also been paid on the bonds of the Cape Fear and Deep River Company. The bonds of the latter company have been issued within the past six months.

From information unofficially received, it is highly probable that the Wilmington, Charlotte and Rutherford Railroad Company will so far comply with the terms of its charter, granted at the last session of the General Assembly, as to enable it to call upon the State for endorsement of its bonds. As to the probable amount such endorsements, or the times when they may be called for, I am not able now to give any definite information. It is proper, however, to refer you to the charter of the company, and to say that, more definite information will be laid before you during your session, should it come to my possession.

I may also refer you to the charter of the Western N. C. Railroad Co., by which the State is pledged to subscribe two-thirds of the stock for the sections hereafter to be built, should private stockholders subscribe one-third.

In this detail of the present and prospective indebtedness of the State, I have omitted temporary loans by, and indebtedness to, some of the banks of the State, authorized by resolutions of the last General Assembly. These liabilities are fluctuating, and will more properly appear in the report of the public treasurer.

To meet these liabilities, besides the means to be derived from taxation and other ordinary sources of revenue, the State owns the following stocks and effects:

Rel. & Gast. Railroad stock, *par value,*	$187,500
N. C. Railroad do, "	2,000,000
N. C. Railroad, preferred 6 per ct.,	1000,000
Atlantic & N. C. Railroad, paid for,	533,000
Western N. C. Railroad, paid for,	200,500
Railroad stocks,	$4,220,500
Fay. & West'n P. R. stock, *par value,*	$120,000
Fayetteville, and Warsaw, "	1000,0
Fayetteville & Albemarle, paid for,	30,000
Plankroad stocks,	$160,500
New River Nav. Co. stock, *par value,* and paid for,	$10,000
Yadkin Nav. Co., paid for "	5,000
Cape Fear & Deep Riv. Nav. Co., "	160,000
Navigation stocks,	$175,000
The State also holds the bond of the Wilmington and Weldon Railroad Company, upon which the interest is regularly paid for	$50,000 00
Also, two bonds of the Seaboard and Roanoke Railroad Company, each for $5,387 14, dated Jan'y 3d, 1851 payable in twenty four years, interest payable semi-annually,	10,774 28
	$60,774 28

No interest has been paid on these last named bonds, and the last General Assembly extended the time for payment of principal and interest on the first bond to 3d January next, and should the same be then paid, the time for the payment of the principal and interest on the other bond was extended to the 3d January, 1856.

In this connection it may be proper to say that $40,000 was appropriated to the improvement of Neuse river, and that after making the survey of the river the balance was subscribed as directed, to the stock of the Neuse River Navigation Company.

No report has been made to me by the President of the company, as required by the charter. But I learn unofficially that no practical benefit has resulted from the under execution

By virtue of the act of 1848–'9, $25,000, and by the act of 1854–5 $15,000 were appropriated and raised by the sale of bonds for the improvement of Tar river, to be expended under the direction of commissioners appointed by the Governor. No provision was made for charging tolls on the river; and the sum expended is not included, therefore, among the stocks owned by the State.

The Western Turnpike is owned entirely by the State, and will be noticed more particularly hereafter.

The State has also some inconsiderable amount of stock in Turnpike Companies, which have not lately been, nor are likely to become, profitable or of much value.

It is hardly necessary to add that the other railroad and navigation stocks owned by the State constitute a part of the Literary Fund.

The receipts into the Public Treasury for the two last fiscal years, ending the 31st October, 1856, are stated as follows, from the books of that office:

	Fiscal ye'r, 1854–'5.	Fiscal ye'r, 1855–'6.
Rel. & Gast. R. R. div.	$30,712 50	$29,250 00
Fay. & West P'ker'd do	4,800 00	4,800 00
Tax on Attorney's license,	565 60	535 80
Tax on Bank Stock,	7,973 25	14,182 33
Int'st on W. & R. R. bonds,	3,000 00	
Cherokee bonds,	907 00	1,300 00
Poll tax,	273,255 68	341,833 84
	$321,270 03	$391,901 97

To the item for public taxes received for the last fiscal year should be added the sum of $10,211 31, for defaults by Sheriffs, the larger portion of which has been since paid and the residue will be collected.

It will appear also that the sum of $3,000, interest on the bonds of the Wilmington and Weldon Railroad Company is not credited, the last fiscal year. Properly speaking, it should have been, was omitted by a mere oversight, and will be found as a credit in the present fiscal year. Including these sums the amount of revenue for the last fiscal year, may be set down at $405,113 31.

I regret to say that the amount will be less in the present fiscal year, in all probability, by the dividends received heretofore from Raleigh and Gaston Railroad stock, and partially, if not entirely, on stock in the Fayetteville and Western Plankroad. No dividend was made at a late meeting of the stockholders of the former company, owing to the fact that the earnings of the company were chiefly expended in heavy and extensive repairs to that portion of the Road extending from Gaston to Weldon, which, though lately built, was so defectively constructed as to render these repairs indispensable.

The bridge over the Roanoke river, at Gaston, is also undergoing thorough repairs, and large sums will be required during the ensuing year for both purposes. It is expected after these repairs are made, that the stock owned by the State in this company will again be remunerating.

No dividend has been made during the present year on the Fayetteville and Western Plankroad stock. The construction of the North Carolina Railroad, has, it is said, impaired to a considerable extent the business of the Plankroad, and it cannot now be safely looked to for paying the handsome dividends which it formerly yielded.

It is confidently expected that the North Carolina Railroad will ultimately pay good dividends. It is hoped that it may pay some dividend at an early day, and thus measurably relieve the public treasury. But I am not sufficiently informed upon the subject at this time, to form a reliable opinion as to how soon such may be the case. You will, however, probably have such information laid before you during the session, as will enable you to determine whether any aid may be reasonably expected from that source in making provision to meet the liabilities, present and prospective, of the State.

The ordinary expenses of the State government for the two fiscal years ending the 31st October, 1856, will not, I think, exceed $170,000, or an average of $85,000 per year. They will be more this year on account of your session, and less the next.

From the statements given, it will appear that the interest payable annually on the present bonded debt of the State is,	$302,328 15
And upon bonds to be issued under existing laws, the greater part in the present fiscal year,	70,836 00
And unless provision is made for raising it otherwise, there must be paid out of the treasury, in all probability, for the Yadkin and New River Navigation Co., the sum of	25,000 00

It will be seen, therefore, that the present revenue of the State will fall short of meeting these liabilities, and that further provisions should be made for that purpose.

I deem it a matter, too, of the first importance, that provisions should be made for the ultimate payment of the principal of the debt of the State, present and prospective, by creating a sinking fund sufficient to meet the several liabilities as they fall due.

Prudence and a wise forecast, as well as the experience of other States and governments, would seem to dictate such a course, and the debt can be more easily met and extinguished in this way. Looking to the present only, *policy* would seem to require it, if for no other reason than that of maintaining our credit unimpaired, and thus enabling us to use it readily and upon the best terms, for extending our public works, or for other purposes. The effect of such a system would surely be to keep our State bonds at *par* (a very important consideration,) and in all probability to put them at a premium.

I submit to your better judgment as to the best means to be adopted for raising such a fund, advising, however, if one be provided, that its management shall be entrusted to a competent board, with a Secretary; the Public Treasurer to be made the treasurer of the board, but the funds to be kept separate and distinct, at all times, from the other funds of the State.

It has been already stated that it appears from the books of the Public Treasurer that there was due on account of the Literary Fund a balance of interest, on the 1st November, 1856, of $140,412 86. It is proper to state that this amount should be increased by about the sum of $30,632 32, for interest on bonds of the State held by the Literary Board, as above set forth, and also upon coupon bonds of the State, purchased and now held as part of the Literary Fund—Further reference will be made to the matter before concluding this communication.

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Fayetteville and Warsaw Plankroad, running 20 years,	6,000
Atlantic and N. C. Railroad, to balance of State's subscription, 30 year bonds, and which will probably all be called for in the ensuing year,	533,000
Western and N. C. Railroad, 30 year bonds, for balance of State's subscription, and which will probably be called for before the meeting of the next Gen'l Assembly,	600,000
Income Asylum, 20 year bonds, will be required at an early day,	21,000
Total,	$1,180,000

By virtue of an act passed at the last General Assembly, $20,000 was subscribed to the stock of the Yadkin Navigation Company, of which $5,000 has been paid; and under the provisions of a similar act, $20,000 was subscribed to the stock of New River Navigation Company, of which $10,000 has been paid. Leaving to be paid the sum of $25,000. The payments above were made out of ordinary funds in the treasury, there being no provision for raising the money in any other way; and the above balance must be paid in the same manner, unless other provision is made therefor.

The State is bound, as endorser, as follows:

On bonds of the Wilmington & Weldon R. R. Company,	$250,000
On bonds of Cape Fear and Deep River Nav. Co., falling due in the year 1860,	300,000
On bonds of Chesapeake and Albemarle Canal Co., falling due in 30 years,	250,000
	$800,000

The State is secured by mortgages, according to the several acts of Assembly directing the above endorsements.

Of the amount last named $50,000 only of bonds has been endorsed and delivered by the public treasurer. In the whole amount is put down, as the company has given the certificate of the requisite subscription of stock in the same and executed the mortgage required by its charter to entitle it to the endorsement of its bonds, to the amount stated, when called for.

The interest has for many years been paid promptly by the first named company; and its present prosperous condition removes all doubt as to its ability to pay for the future. The interest has also been paid on the bonds of the Cape Fear and Deep River Company. The bonds of the latter company have been issued within the past six months.

From information unofficially received, it is highly probable that the Wilmington, Charlotte and Rutherford Railroad Company will so far comply with the terms of its charter, granted at the last session of the General Assembly, as to enable it to call upon the State for endorsement of its bonds. As to the probable amount such endorsements, or the times when they may be called for, I am not able now to give any definite information. It is proper, however, to refer you to the charter of the company, and to say that, more definite information will be laid before you during your session, should it come to my possession.

I may also refer you to the charter of the Western N. C. Railroad Co., by which the State is pledged to subscribe two-thirds of the stock for the sections hereafter to be built, should private stockholders subscribe one-third.

In this detail of the present and prospective indebtedness of the State, I have omitted temporary loans by, and indebtedness to, some of the banks of the State, authorized by resolutions of the last General Assembly. These liabilities are fluctuating, and will more properly appear in the report of the public treasurer.

To meet these liabilities, besides the means to be derived from taxation and other ordinary sources of revenue, the State owns the following stocks and effects:

Rel. & Gast. Railroad stock, *par value,*	$187,500
N. C. Railroad do, "	2,000,000
N. C. Railroad, preferred 6 per ct.,	1000,000
Atlantic & N. C. Railroad, paid for,	533,000
Western N. C. Railroad, paid for,	200,500
Railroad stocks,	$4,220,500
Fay. & West'n P. R. stock, *par value,*	$120,000
Fayetteville, and Warsaw, "	1000,0
Fayetteville & Albemarle, paid for,	30,000
Plankroad stocks,	$160,500
New River Nav. Co. stock, *par value,* and paid for,	$10,000
Yadkin Nav. Co., paid for "	5,000
Cape Fear & Deep Riv. Nav. Co., "	160,000
Navigation stocks,	$175,000
The State also holds the bond of the Wilmington and Weldon Railroad Company, upon which the interest is regularly paid for	$50,000 00
Also, two bonds of the Seaboard and Roanoke Railroad Company, each for $5,387 14, dated Jan'y 3d, 1851 payable in twenty four years, interest payable semi-annually,	10,774 28
	$60,774 28

No interest has been paid on these last named bonds, and the last General Assembly extended the time for payment of principal and interest on the first bond to 3d January next, and should the same be then paid, the time for the payment of the principal and interest on the other bond was extended to the 3d January, 1856.

In this connection it may be proper to say that $40,000 was appropriated to the improvement of Neuse river, and that after making the survey of the river the balance was subscribed as directed, to the stock of the Neuse River Navigation Company.

No report has been made to me by the President of the company, as required by the charter. But I learn unofficially that no practical benefit has resulted from the under execution

By virtue of the act of 1848–'9, $25,000, and by the act of 1854–5 $15,000 were appropriated and raised by the sale of bonds for the improvement of Tar river, to be expended under the direction of commissioners appointed by the Governor. No provision was made for charging tolls on the river; and the sum expended is not included, therefore, among the stocks owned by the State.

The Western Turnpike is owned entirely by the State, and will be noticed more particularly hereafter.

The State has also some inconsiderable amount of stock in Turnpike Companies, which have not lately been, nor are likely to become, profitable or of much value.

It is hardly necessary to add that the other railroad and navigation stocks owned by the State constitute a part of the Literary Fund.

The receipts into the Public Treasury for the two last fiscal years, ending the 31st October, 1856, are stated as follows, from the books of that office:

	Fiscal ye'r, 1854–'5.	Fiscal ye'r, 1855–'6.
Rel. & Gast. R. R. div.	$30,712 50	$29,250 00
Fay. & West P'ker'd do	4,800 00	4,800 00
Tax on Attorney's license,	565 60	535 80
Tax on Bank Stock,	7,973 25	14,182 33
Int'st on W. & R. R. bonds,	3,000 00	
Cherokee bonds,	907 00	1,300 00
Poll Tax,	273,255 68	341,833 84
	$321,270 03	$391,901 97

To the item for public taxes received for the last fiscal year should be added the sum of $10,211 31, for defaults by Sheriffs, the larger portion of which has been since paid and the residue will be collected.

It will appear also that the sum of $3,000, interest on the bonds of the Wilmington and Weldon Railroad Company is not credited, the last fiscal year. Properly speaking, it should have been, was omitted by a mere oversight, and will be found as a credit in the present fiscal year. Including these sums the amount of revenue for the last fiscal year, may be set down at $405,113 31.

I regret to say that the amount will be less in the present fiscal year, in all probability, by the dividends received heretofore from Raleigh and Gaston Railroad stock, and partially, if not entirely, on stock in the Fayetteville and Western Plankroad. No dividend was made at a late meeting of the stockholders of the former company, owing to the fact that the earnings of the company were chiefly expended in heavy and extensive repairs to that portion of the Road extending from Gaston to Weldon, which, though lately built, was so defectively constructed as to render these repairs indispensable.

The bridge over the Roanoke river, at Gaston, is also undergoing thorough repairs, and large sums will be required during the ensuing year for both purposes. It is expected after these repairs are made, that the stock owned by the State in this company will again be remunerating.

No dividend has been made during the present year on the Fayetteville and Western Plankroad stock. The construction of the North Carolina Railroad, has, it is said, impaired to a considerable extent the business of the Plankroad, and it cannot now be safely looked to for paying the handsome dividends which it formerly yielded.

It is confidently expected that the North Carolina Railroad will ultimately pay good dividends. It is hoped that it may pay some dividend at an early day, and thus measurably relieve the public treasury. But I am not sufficiently informed upon the subject at this time, to form a reliable opinion as to how soon such may be the case. You will, however, probably have such information laid before you during the session, as will enable you to determine whether any aid may be reasonably expected from that source in making provision to meet the liabilities, present and prospective, of the State.

The ordinary expenses of the State government for the two fiscal years ending the 31st October, 1856, will not, I think, exceed $170,000, or an average of $85,000 per year. They will be more this year on account of your session, and less the next.

From the statements given, it will appear that the interest payable annually on the present bonded debt of the State is,	$302,328 15
And upon bonds to be issued under existing laws, the greater part in the present fiscal year,	70,836 00
And unless provision is made for raising it otherwise, there must be paid out of the treasury, in all probability, for the Yadkin and New River Navigation Co., the sum of	25,000 00

It will be seen, therefore, that the present revenue of the State will fall short of meeting these liabilities, and that further provisions should be made for that purpose.

I deem it a matter, too, of the first importance, that provisions should be made for the ultimate payment of the principal of the debt of the State, present and prospective, by creating a sinking fund sufficient to meet the several liabilities as they fall due.

Prudence and a wise forecast, as well as the experience of other States and governments, would seem to dictate such a course, and the debt can be more easily met and extinguished in this way. Looking to the present only, *policy* would seem to require it, if for no other reason than that of maintaining our credit unimpaired, and thus enabling us to use it readily and upon the best terms, for extending our public works, or for other purposes. The effect of such a system would surely be to keep our State bonds at *par* (a very important consideration,) and in all probability to put them at a premium.

I submit to your better judgment as to the best means to be adopted for raising such a fund, advising, however, if one be provided, that its management shall be entrusted to a competent board, with a Secretary; the Public Treasurer to be made the treasurer of the board, but the funds to be kept separate and distinct, at all times, from the other funds of the State.

It has been already stated that it appears from the books of the Public Treasurer that there was due on account of the Literary Fund a balance of interest, on the 1st November, 1856, of $140,412 86. It is proper to state that this amount should be increased by about the sum of $30,632 32, for interest on bonds of the State held by the Literary Board, as above set forth, and also upon coupon bonds of the State, purchased and now held as part of the Literary Fund—Further reference will be made to the matter before concluding this communication.

By virtue of legislation at the last General Assembly, State bonds for the following amounts are yet to be sold, and the proceeds applied as follows:

Fayetteville and Albemarle Plankroad, running 20 years,	$20,000
Fayetteville and Warsaw Plankroad, running 20 years,	6,000
Atlantic and N. C. Railroad, to balance of State's subscription, 30 year bonds, and which will probably all be called for in the ensuing year,	533,000
Western and N. C. Railroad, 30 year bonds, for balance of State's subscription, and which will probably be called for before the meeting of the next Gen'l Assembly,	600,000
Income Asylum, 20 year bonds, will be required at an early day,	21,000
Total,	$1,180,000

By virtue of an act passed at the last General Assembly, $20,000 was subscribed to the stock of the Yadkin Navigation Company, of which $5,000 has been paid; and under the provisions of a similar act, $20,000 was subscribed to the stock of New River Navigation Company, of which $10,000 has been paid. Leaving to be paid the sum of $25,000. The payments above were made out of ordinary funds in the treasury, there being no provision for raising the money in any other way; and the above balance must be paid in the same manner, unless other provision is made therefor.

The State is bound, as endorser, as follows:

On bonds of the Wilmington & Weldon R. R. Company,	$250,000
On bonds of Cape Fear and Deep River Nav. Co., falling due in the year 1860,	300,000
On bonds of Chesapeake and Albemarle Canal Co., falling due in 30 years,	250,000
	$800,000

The State is secured by mortgages, according to the several acts of Assembly directing the above endorsements.

Of the amount last named $50,000 only of bonds has been endorsed and delivered by the public treasurer. In the whole amount is put down, as the company has given the