

ALMANAC, FOR 1855.

Table with 7 columns: Day, Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday.

Calendar grid for the months of January through December 1855, showing days of the week and dates.

LIST OF LETTERS

REMAINING in the Post Office at Fayetteville, N. C., January 1, 1855. List of names and addresses.

STATE OF NORTH CAROLINA, ROBOSON COUNTY.

In Equity, to Spring Term, 1855. Henry L. Johnson, Washington S. Johnson, Harriet Johnson, Gilbert P. McPherson and wife Sophia.

NOTICE TO CONTRACTORS.

The building committee of the Presbyterian Church at Goldsboro, N. C., will receive proposals...

AUCTION AT LAURINBURGH.

ON THURSDAY the 18th of JANUARY next, the undersigned will sell at Auction, their STOCK OF GOODS on hand.

THE FORTY-THIRD SESSION OF WAKE FOREST COLLEGE

WILL open on the fourth Monday of January, with greatly increased means of imparting instruction...

Marbler and Arrest.—We learn that a man named Strickner was arrested on the 25th inst., at Weldon, N. C., for shooting a man at a cock fight in Nash county in the same State.

COMMERCIAL RECORD.

ARRIVALS. Orrell's Line, Dec. 30. Str Sun, with D McLaurin in tow, with goods for J G Cook, C B Mallett, P P Johnson, McDonald & Whaley, E J Hale & Son, J M Dick, W Melvin, Harris & Co, R M Orrell, F D Broeze, H McGreger, Wilkings & Co, M Brown, D & J McLaurin, Union Mill, Fayetteville Mill.

PORT OF WILMINGTON.

ARRIVALS. Dec. 28.—Br Brig Pomona from Demarara.

CONCERT.

THE Messrs. JOHNSON, J. G. AREY, and J. B. FERGUSON, respectfully inform the citizens of Fayetteville, that they will give a CONCERT of instrumental Music, at the Fayetteville Hall, on Wednesday Evening, Jan'y 3d. For particulars, see bills.

DANCING SCHOOL.

JOHN WORD respectfully informs the inhabitants of Fayetteville, that he will commence his Dancing Lessons for a Second Session, for Young Ladies, Misses and Masters, on Tuesday, 23d January at 8 o'clock, P. M. A night School for Gentlemen, at 7 o'clock, the same evening. 62-1t

Clinton Female Institute.

THE fifth Semi-Annual Session of this Institute will commence on Monday, January 29th, 1855. The principal is now on a tour North, for the purpose of purchasing Philosophical, Chemical and Astronomical Apparatus for the use of the Institute...

TROY & McLEAN,

ATTORNEYS AND COUNSELLORS AT LAW, AND SOLICITORS IN EQUITY. ROBERT E. TROY and ALEXANDER McLEAN have formed an association for the practice of their profession in Robeson county.

UNION ACADEMY.

THE Exercises of this School will be resumed the 1st day of January, under the supervision of the Rev. W. L. Wallace, late of Furman University, S. C., who comes to us arrayed with the very best recommendations as to scholarship and gentlemanly bearing.

DENTAL NOTICE.

D. W. C. BENBOW, Local Dentist. WOULD respectfully announce to the citizens of Fayetteville and vicinity, that he intends leaving here on the 5th of Feb'y to be absent on a visit North, until the 6th of March.

CROWL & COCHRAN'S New Daguerrian Gallery.

HAS just been opened in Fayetteville, where all who may have an opportunity to get a Picture of themselves or friends. This is an opportunity seldom offered, where you can get such a good Picture for so small a price.

LAND FOR SALE.

FOR sale a tract of LAND containing some 1000 to 1200 acres, on the East side of Cape Fear, fronting on the Cape Fear one mile, three miles below the Bridge, finely suited to farming.

NOTICE TO CONTRACTORS.

THE building committee of the Presbyterian Church at Goldsboro, N. C., will receive proposals until the 20th of February, 1855, for building a Brick Church 55 feet by 40 feet, as follows.

NOTICE.

HAVE this day purchased the entire interest of R. S. Cain in the firm of Cain & Co.

FURTHER NOTICE.

THE firm of Council, Cain & Co. is this day dissolved by mutual consent. Those indebted to the late firm will please call and settle—those indebted by account by giving their notes or otherwise.

NOTICE.

ON the first Monday in February next, at the court house, in Elizabethtown, I shall hire out for one year, all the slaves belonging to the Estate of the late Gen. James I. McKay.

NOTICE.

COAL. A FEW HUDS. For sale by J. S. BANKS. Dec'r 28, 1854. 61-2t

BANK TAXES, &c.—The reader will notice in the Legislative proceedings an important proposition of Mr. Baxter. Whilst we trust that the Legislature will eschew all experiments in banking, we think Mr. Baxter's idea of a bonus, or something of that sort, as a consideration for a charter, is right.

There was no quorum in either House on Tuesday, Wednesday, or Thursday, last—many of the members, who lived near Raleigh, having gone home to spend Christmas, and others, to the number of 25 or 30, having visited Wilmington.

IN the COMMONS, on Friday, Mr. Vance introduced a bill to abolish the militia system of North Carolina. [Pray reform it, not abolish.] About thirty bills, part of the Revised Statutes, which had passed the Senate, received their first reading.

A bill to emancipate Lewis, a slave, property of James Dunn, on motion of Mr. Dortch was laid on the table. The vote by which the bill regulating the number of Justices of Peace in the County of Randolph was passed, was reconsidered, and the counties of Alamance and Cumberland inserted in the title of the Bill.

Several other bills, &c. of no particular importance, were acted on.

While on the subject, we beg to call attention of the members to the following extract from a letter from New York, published in the Richmond Dispatch:

"If Virginia wants to keep her stocks in good repute, let her stop chartering stock banks. They are all wrong. The world has tried everything as a basis for banking; yet nothing has answered but money—the 'hard money.' This stock feature is the last phase of the old scheme to issue paper money and bank on something else than money. It won't do. When the banks get in a strait, the stock is forced upon the market—sold below par—and when the expense of winding up is included, there is not enough to redeem circulation."

This is the result of experience in other States. Why should we expect to fare otherwise in North Carolina we cannot conceive.

These stock banks are like the present duty on iron: at the very time when our own iron makers most need protection, it is withdrawn. So at the time when these stock banks most need strength, their foundation swept from under them, by the universal depreciation of every thing except money.

THE MAILS.—Both of our contemporaries, the Argus and Carolinian, are down upon the Post Master General with merited censure for his indifference to our mail nuisance. It does not appear to have occurred to them that any body else is to blame. They gaze far away, to Washington City, altogether over the head of the contractor, and of the community, which makes no effort to see itself righted, to lay all the blame upon one who 'can't got no friends.' It is not pleasant, certainly, to lay blame on one's neighbors; but it is sometimes right.

The Stage did not arrive yesterday till 3 P. M. To-day, at 20 minutes before 11 A. M. The weather is good, and the roads, we learn, are in good order. Utter indifference to the public convenience and contract obligations seems to be the cause of the nuisance.

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On Saturday last, Mr. RICHARD S. CAIN, late of the firm of Council, Cain & Co. At his residence, near King's Rock, in this county, on Thursday morning, the 28th December, Mr. DONALD McFARLANE, a native of Scituate, Scotland, aged 62 years. He removed from his native country to this town in 1824, and was 30 years a resident of this place. He was generous to the stranger, kind to the poor, obliging to his neighbors, and respected by all who knew him.

In this county, on the 17th, after a long and lingering disease, Mr. DUNCAN McARTHUR, aged 60 years. In Moore county, on the 3d inst., Mr. K. SIMMONS, son of Bradford Simmons, aged 24 years.

FAYETTEVILLE MARKET.—Jan. 1.

Table of market prices for various goods including Bacon, Beans, Coffee, Flour, Iron, Hides, Lard, and Wool.

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More annexation.—It is said that the Ecuadorian Minister at Washington has offered to sell to our Government, for \$3,000,000, the Galapagos Islands, somewhere off in the Pacific. The islands are said to be ten in number, and volcanoes, we suppose, are their only products, as they are said to contain at least two thousand craters.

Fayetteville Ice House for Rent at Auction.

ON Saturday next, at 12 o'clock, at the Market House, will be rented till 1st day of next January, the Fayetteville Ice House, with the condition to be filled with ice.

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Table of market prices for various goods including Cotton, Flour, and other commodities.

Very little doing. No Turpentine selling, or on sale. Spirits dull on buyers at 37 cents. Condemn Rosin 10 to 12.

WESTERN EXTENSION.—We are indebted to the Legislature for copies of the Report of Maj. Gwynn, of the Survey of the Route for the proposed Rail Road from Weldon to the Tennessee line. It makes a total of 23 pages.

The routes leading through Gaps in the mountains, Maj. Gwynn states reasons why two of them, the Royal Patch and Linville Gap routes, are inadvisable for a rail road. The Survey is confined to the Watuga Gap and the Swannano Gap routes.

The Watuga Gap route strikes the State line on the valley of Watuga river, about 10 miles from Asheville, Tenn., at an eligible point, for a connection with the East Tennessee and Virginia rail road. Its length from Salisbury to 700 miles. The surveyors met with so many and formidable difficulties that they did not complete the survey of a small part of this route; but estimating that section, the cost, including the cost for equipments, is stated at \$7,153,034.

The Swannano route is stated to be far more favorable. Though 1804 miles long before reaching the Tennessee line at the Paint Rock, the estimated cost is only \$220,830 more than the Watuga route of 1214 miles. Its grades are less, and only such as are usually overcome; its embankments, of course requiring less excavation and its bridging and tunneling is less. The first section of the road, from the Paint Rock to Flat Creek, 58 miles, is estimated to cost \$1,199,920. The 2d, across the Blue Ridge, 20 6/10 miles, will require seven tunnels of 7,000 feet, 2,200 feet, 1,300 feet, 800 feet, 600 feet, 300 feet, and 260 feet. Of course the cost of this section will be enormous, say \$6,720,000, or about \$150,000 per mile. The 3d section, from the mouth of Crooked creek to 3/4 section of Ward's branch, 37 miles, will cost \$86,449. The 4th, from Ward's branch to Salisbury, 71 miles, will cost \$1,428,230.

The cost of the whole road, 1804 miles, including \$749,900 for equipments, is \$7,382,163. That is, says Maj. Gwynn, as this aggregate has been to persons unaccustomed to contemplating enterprises of such magnitude, nevertheless, it is certain that with but one exception the great Alleghany range has no where been penetrated by a rail road at so small an expenditure.

The above estimate embraces every item of expenditure that is likely to occur, and is carried out in all its details on the most liberal scale, being, in fact, to be better for the interest of the State than I should ever estimate that under estimate would work. The present high price of labor and provisions is assumed as the basis. The tunnels are estimated at twenty per cent. more than the most difficult tunnels in the country have cost—\$250,000 per mile, for engineering, for excavating, for masonry, for general superintendence, for all damages, for warehouses, overseers' houses, water-stations, \$300 per mile, and \$150,000 in addition for machine shops and warehouses at the termini of the road; to the estimate for excavation, embankment and masonry, I have added 20 per cent. to cover a possible under estimate of the amount of rock excavation and unforeseen difficulties in obtaining foundations. And I find from a report published since I prepared my estimate for equipments or 'rolling stock,' that I have allowed for 10 locomotives, 4 passenger coaches, 150 freight cars and 100 great cars over and above what is estimated for on one of the most important routes in Virginia, now drawing fast to completion which receipts to the amount of \$1,235,657 are deposited.

The line is, (he adds) practicable both as regards curves and grades, which in the passage of the Blue Ridge, is a matter of paramount consideration, whilst it is an important element, yet regarding the object to be attained, may be viewed as secondary. Such at least has been the view taken in other portions of the country, judging from the enormous amounts of earth exceeding our estimate, which have been expended in surmounting the Blue Ridge, to accomplish objects not greater than those which we propose to achieve here.

The Report concludes with the following allusion to the great results to flow from the speedy completion of this work:—

"I do not feel myself called upon to estimate the income of the road. The sources of its income must of course depend upon the amount of the transportation of freight and the number of passengers. Neither of these can be accurately estimated at this time, but if we look at the ability and varied resources of the country through which he road passes, and to its extension to the East Tennessee and Virginia Railroad which communicates with the Mississippi river, and the Georgia, Alabama, and Tennessee Railroads, all must admit that a very large trade and trade may be calculated upon; and as a mere matter of dollars and cents, the road must be highly productive to the owners of the stock."

But in the benefits of this work, the State will be the chief participant. For regarding the improvement apart from the question of profit to the company, who can doubt that, if carried to completion, it will reimburse its cost many times over in the activity and vigor it would give to the trade of her tidewater cities, in the extension of her foreign and internal commerce, in the increase of her agricultural and mineral productions dependent upon the cheapness of transportation, in the rise of real estate, and in turning the tide of emigration from the western and southwestern States into her own beautiful and fertile, but sparsely settled mountain regions, and filling them with towns and cities, and a busy and thriving population.

Whoever would go into a calculation of the amount which would be saved to the public, the business and industrious classes of the community, by the construction of this road, would be astonished at the result.

The character of the State (and as a citizen I speak in pride), is prudent and deliberative, and that her not deliberate too long. Farther delay in the execution of this work will prove highly detrimental, if not fatal to the great interests of the State; it must result in the surrender of the control of her trade and commerce to the neighboring States, in an abandonment of the whole system of internal improvements, and cannot but prove highly injurious to existing improvements, and place the State in a condition of dependence, from which she can never recover. A wise and judicious regard to her own prosperity, a generous willingness to public and expensive utility, her present manufacturers and commerce—her future and permanent prosperity—the impulse of honor, and of honorable competition with her sister States, the sagacious calculations of a wise

liberal policy, the dictates of a rational self-interest, patriotism and State-pride, all unite in calling upon the State to embark in this enterprise, and to move immediately in the grand work of improvement. It must be evident to every one, that this work, if built at all, must be built mainly by the State. It was a mockery for the State to ask the country, immediately interested, to make this improvement, or any large subscription thereto; she well knows that the wealth there, particularly in the mountain region, for want of an outlet, such as is now proposed, is not to be found in stocks, nor great pecuniary aggregates. It consists in lands, houses and labour, diffused through thousands of feeble veins, none of which can part with much without embarrassment. The slender surplus, in many instances, amounts to but little more than the taxes which pass into the coffers of the State. Will she, therefore, withhold the aid necessary for the rapid progress and speedy completion of a work, in which her honor, her rank in the Union, and the prosperity of her citizens are so deeply involved?

In Wilmington, on Wednesday afternoon last, Mr. Thomas, Senator from the Cherokee district, addressed a public meeting on the subject of the Western Extension of the N. C. rail road. Mr. Caldwell, Comptroller of Guilford, followed, on Internal Improvements and his proposed system of Banking; and Mr. Houghton, Senator from Chatham, spoke on the Deep River Improvement, contradicting the rumor that the work had been abandoned, stating the opinion of the present Engineer, Mr. Douglas, that its ultimate success is unquestionable, at an additional expense of between two and three hundred thousand dollars.

SUFFRAGE IN NORTH CAROLINA.—The National Intelligencer a few days ago copied from a North Carolina paper a statement that under the constitution of this State and the recent free suffrage amendment, "any person who has been a resident of the State and paid taxes, whether naturalized or not, would be allowed to vote."

In its next issue the Intelligencer says: "This statement, it appears, is incorrect. A citizen of North Carolina informs us that an elector for Senators in that State must be a citizen of the United States, a resident of the State for one year previous to the election, have paid a State tax, and be the owner of fifty acres of land in the county in which he resides and votes; and that the qualifications for electors of members of the House of Commons are the same as for Senators, except the requirement as to land. The Constitution limits the right of suffrage to citizens of the United States, and of course no unnaturalized resident is permitted to vote, nor can the Legislature confer that privilege on any such resident. The legislation of the State of N. Carolina has always conferred strictly to that of Congress, under the express power conferred upon it by the Constitution 'to establish a uniform rule of naturalization.'"

We think the Intelligencer's informant is in error. Our constitution does not limit the right of suffrage to U. S. citizens, for at the time of its adoption there was no 'United States,' and at its amendment in 1855 that particular point does not seem to have attracted attention. The constitutional provisions on the subject are as follows: All free men of the age of twenty-one years, (except free negroes, free mulattoes, or free persons of mixed blood, descended from negro ancestors to the 4th generation inclusive) who have been inhabitants of any one county within the State 12 months immediately preceding the election, paid taxes, &c., shall have the right to vote for members of the House of Commons, (and as a consequence for Congressmen and Electors of President.) The qualification for a Senate vote is the same except that he must own fifty acres of land for six months preceding the election. Also, "that every foreigner, who comes to settle in this State, having first taken an oath of allegiance to the same, may purchase, or by other just means acquire, hold, and transfer land or other real estate; and after one year's residence, shall be deemed a free citizen." Thus conferring the right of suffrage upon foreigners without regard to the U. S. Constitution, and making no distinction between foreign and native born except the taking of the oath of allegiance to the State.

The N. C. provision, like that of some of the Western States, is clearly in conflict with the U. S. Constitution, which gives Congress the right "to establish a uniform rule of naturalization." And the naturalization laws, which Congress has established, are effectually nullified by these provisions in the Constitution of 1776, re-affirmed by the Senate of North Carolina when it rejected Mr. Houghton's amendment requiring naturalization before attaining the right of suffrage.

STATE BONDS.—The State Treasurer advertises \$378,000 of State Bonds for sale—\$270,000 for the N. C. Rail Road, \$88,000 for the Weldon and Gaston Rail Road and the News and Tar improvements.

CLINTON FEMALE INSTITUTE.—We have received a copy of the annual Catalogue of this flourishing institution. The number of pupils in attendance during the present year is 151—of whom 6 are from this town and county. The next session will commence on the 20th of January 1855. See advertisement.

COLTON'S ATLAS OF THE WORLD.—The Agent for the sale of this work, now in this place, has presented us with a specimen number. The work when complete will contain 174 handsome maps accompanied by descriptions of countries, and errors and omissions corrected, will be a very valuable Atlas. The map of this State, which is not altogether correct, is now undergoing revision.

BAKING ONE'S FRIENDS.—The N. Y. Evening Post, the leading Locofoco paper in that city, thinks that the Administration has, in the main, so badly administered its foreign affairs, that no good would come from any offer of its mediation with the European powers—but if it is to be offered, it advises such men as Van Buren, Everett or Dix to have the management of it. Buchanan is objected to, as keeping his camp at home and abroad.

THE GALE IN THE CRIMEA.—The British loss by that disaster on the 13th Nov., was, in lives about 10,000 men, and in ships and munitions of war, £2,000,000, equal to about \$10,000,000. The French loss was about half as great.

GENERAL ASSEMBLY.

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IN the COMMONS, on Friday, Mr. Vance introduced a bill to abolish the militia system of North Carolina. [Pray reform it, not abolish.] About thirty bills, part of the Revised Statutes, which had passed the Senate, received their first reading.

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