



The Tarborough Press, BY GEORGE HOWARD.

Published weekly at Two Dollars and Fifty Cents per year, if paid in advance...

New and Fashionable FALL AND WINTER MILLINERY, &c.

THE subscriber informs her customers and the public, that she is now opening for their inspection her Assortment of Fall and Winter GOODS...

At the cheap Cash Store. JAMES WEDDELL, HAS now on hand a large and general assortment of Groceries, Hardware, cutlery...

State of North Carolina, EDGECOMBE COUNTY. JUSTICES' COURT—Nov. 19th, 1838. D. Knight & Co. vs. Robert Daniel...

State of North Carolina, EDGECOMBE COUNTY. SUPERIOR COURT OF LAW. September Term, 1838. Elizabeth Bennett vs. Stephen Bennett. Petition for Divorce.

GENERAL ASSEMBLY, N. C.

GOVERNOR'S MESSAGE. (concluded.)

There are other works of no less importance, in which I had almost said the salvation of the State requires that she should promptly and vigorously engage...

This road would intercept the produce made on the north of its line—draw no inconsiderable quantity from the contiguous districts of South Carolina, and deliver it to a market of our own on the Cape Fear...

This road would be of immense importance to Wilmington on the Cape Fear, already one of the best markets in the world for lumber, and for furnishing cargoes of naval stores...

Improvement in the eastern section of the State also demands our consideration in an equal, if not superior degree. The whole Albemarle country embracing some 20 counties has a dangerous and inadequate outlet...

these; and there is no doubt, that these lands will become the garden spot of the State, instead of a wilderness of worthless land and a fertile source of pestilence and disease.

Nagshead, at the foot of the Albemarle Sound, seems designed by nature for the outlet. It is formed by a very narrow strip of beach, which divides the sound from the ocean, and which is of very little elevation above high water...

The Albemarle and tributaries, probably discharge five times the quantity of water which the Cape Fear does, and its course is directly for the Ocean, until it approaches some hundreds of yards, when it turns off at right angles and seeks an outlet 100 miles distant at Ocracoke.

The Cape Fear pursued a similar direction and nearer the Ocean to about the same distance, a similar beach intervening, then turned off less abruptly and found an outlet (the main bar) in 10 miles, and at the turn off a storm washed over the beach and cut out the new inlet. The Croatan Sound intercepts the water and draws it away before reaching Nagshead...

This however, is a matter for the science of engineering. That the work is practicable all have agreed—that it ought to be accomplished none will deny who will reflect upon its immense importance to the State, both as to character and profit.

Congress in 1832 yielded the power to the State to impose a Tax on all vessels which might pass through an outlet to be made at Nagshead. The undertaking is evidently one which belongs the General Government, where the power is lodged to regulate commerce in the States, and because it would be a source of revenue to her.

It would be of more consequence to trade, industry, and commercial enterprise, to say nothing of its greater cheapness than the Delaware Breakwater, and many other works which have been promptly undertaken by the General Government.

From the Chesapeake to Ocracoke, a distance of from 200 to 300 miles, there is not an Inlet or Harbour for vessels, driven on the coast by stress of weather—under such circumstances a dull sailor cannot be kept off, and the consequence is that the coast is lined with wrecks and covered with the graves of our seamen—should Ocracoke close as anticipated by Col. Kearney, the inaccessible coast is increased some 30 or 40 miles, and with it our maritime dangers and losses.

The public prints in Virginia have already directed the attention of her statesmen to the feasibility of drawing the trade of our State even as far as the Ocracoke country to their markets. To seizing upon and stripping the carcass, whilst the limbs are yet quivering with life. Shall we submit to this? Drained by South Carolina on the one hand, and by Virginia on the other, can we exist with honor or profit?

navigation and trade of that section of country. The outlet at Nagshead would have some beneficial influence here, with the use of the Sound, and a more direct communication by a rail road to the town location on the Albemarle.

The selection between the rail road and ship channel, would be decided by the information to be required by the survey and estimate. It is very evident that the trade of the Cape Fear cannot be carried to the Albemarle, and vice versa. Two points will therefore become necessary, at which to locate our home markets, and to these all our roads and other improvements of navigation should be made to look and concentrate.

If roads should be located, running from the ports and markets of Virginia and South Carolina, through the interior of our State, it is very clear that all the produce and trade above such a line of road, would be carried to those markets, dividing our State horizontally, the upper from the lower part, and virtually transferring the upper portion to our sister States. They, getting the substance, we retaining the semblance of a State. But, if the figure be reversed, the apex of the angle resting on our own Ports and Markets, running its legs into our rich interior North and West, the effect would be to concentrate our wealth and resources within our own limits.

Let Wilmington be one point, with Roads running to the North, the direction of the Wilmington and Raleigh Rail Road, and to the West, the direction of the Roads heretofore recommended, and she must eventually, at least, receive the produce and trade of those sections, and commensurately increase in size and importance.

Let a market town, at the head of the Albemarle, if we succeed in opening Nagshead, or at Newbern, if a ship channel can be made to Beaufort, be the other point, and similar roads resting upon it, will give to the trade of the country through which they pass, a similar direction. And the intersection of the northern road from Wilmington, with the western road from the point on the Albemarle or Newbern, would by open an intercourse between all parts of the State. The transportation of troops in the time of war, to the points of invasion and attack on the seaboard, with rail road facility, would be of incalculable importance. The transportation of the mail to our commercial points, adds no little to the value of such roads.

The construction of a turnpike road from Raleigh via Chapel Hill to the west, has been spoken of as highly desirable. On so rough and broken a route, I am inclined to believe that its cost would be more commensurate with its utility, than that of a rail road. And if a rail road should not be constructed from Raleigh intersecting the Wilmington and Raleigh rail roads, which is highly important, I should recommend a continuance of the turnpike on that route; ultimately to be continued to the Albemarle or Newbern, the selected point for a market town in the east.

Home markets of consumption would naturally spring up along the line of improvement—and home markets for exportation and importation on the seaboard. The valuable results of this state of things, will be the establishment of common schools, by the increase of the population and wealth of the State—the bringing together the citizens of remote districts into an intercourse of trade and friendship—the removal of sectional and geographical jealousies—and the assumption of that elevated position among our sister States, to which every honorable incentive impels us.

The currency of the State is intimately connected with the subject of domestic markets. The essential requisites to our currency are, that it be adequate to the exchanges of commodities into a circulating medium, and that it be so used.

As almost the whole of the agricultural products of this State are sold in the markets of other States—it follows that the money paid for these, consist principally of the currency of the States in which sales are made—such currency is put in circulation even in this State, to the exclusion of our own—but when merchandize is purchased in foreign markets for consumption here, and paid for in the currency of this State, it is brought back for redemption in specie. Thus, by this operation, the currency authorized by this State, is restricted between the smallest limits—if, indeed, it can be properly said to have any circulation at all.

Home markets in which our people could both buy and sell, would permit the circulating medium of the State to pursue its appropriate function, without embarrassment. Having no foreign rival to struggle against, the amount might be safely increased to the extent required by the community—it would be kept in active employment, and be absorbed in domestic commerce. Without home markets, its amount must necessarily be fluctuating and uncertain, because depending on causes beyond the control of the agents authorized by this State to supply.

I know that to accomplish these works, and to carry into effect the system of General Improvement I have proposed, necessarily involves the expenditure of a large amount, and I know too that our people are too poor and too sparsely spread over a large territory to enable us to command the means at once from our private resources. We have but one alternative, and that has no bugbear terror to a mind of enlarged and patriotic views, I mean the employment of the State's credit in foreign markets. In England money is abundant, and may be borrowed on State stocks on excellent terms, say from 3 to 5 per cent interest. This is a most fortunate conjuncture, and may never happen to us again. Wars destroy such opportunities and are of such frequent occurrence in Europe, that they may soon break out and rob us forever of the golden moments which seem beckoning us onward to prosperity and improvement. The credit of the State is all that is asked or that is required. It will involve no taxation, for if the works should be as valuable as I believe they will be, the profits arising from them will not only pay the interest of the debt, but the principal also.

I have already shown how much the present generation has done for posterity in the privation of two wars, and in the discharge of the immense public debt created by them—in the construction of forts, the building of vessels, and other matters of consumption, draining and exhausting the means of the citizens and making the country poorer. It is now time that we looked to the permanent improvement of our beloved State; here the case is quite reversed. Money borrowed and judiciously applied for this purpose twice blesses the people: in the disbursements first, and in the value of the improvements afterwards.

Gentlemen, we have no choice in this matter. Our course must now be onward, or we must sink into insignificance and ruin. Our sister States are up and doing; they are pulling us at two of our extremes, drawing from us the life-blood of our existence; and unless we act, and act efficiently, we become the humble tributary, a mere Province of our neighbors. Energy and enterprise alone can rescue our trade, redeem our commercial degradation, and place us in that elevated and appropriate position which it becomes us to occupy in the sisterhood of Republics.

Cast your eyes on the surrounding States, and you can but contemplate the results of their energy with delight and admiration. Their canals, their rail ways, their factories, and high state of agricultural improvement, rival the best and most early settled countries of the world; whilst their moral and intellectual advancement has been stimulated by, and kept pace with, their physical improvement.

If we are unmoved by facts so striking—if illustration so practical and so decisive, fails to convince, and to induce immediate and efficient action, argument is in vain—the case is lost—the State is doomed—and the hopes of our Patriots' sons blasted forever.

A topographical, geological and mineralogical examination and survey of the State, is considered highly desirable. The minerals and ores are believed to be incalculably valuable, and the limestone and marble which might thus be brought to light, would benefit the farming interest beyond the cost of the undertaking.

The Literary Board employed C. B. Shaw, Esq. Engineer, to superintend the draining of the swamp lands; surveys have been made of a large tract in Hyde county; two canals located to Pungo and Alligator Lakes, and small portions of them put under contract. Difficulty has been experienced in obtaining bids for contracts, or more progress would have been made on the work. The law confined the Board to contracts only. If the employment of hands had been within their power, very probably more would have been done. In season, a report more in detail will be submitted by the Board on this very important subject.

The important subject of common Schools was intrusted to the Board, that they might digest some system applicable to the crying wants of the State, and they have given it most anxious consideration. A variety of laws and systems have been politely furnished by the Governors of the States, to aid in the prosecution of this work. The result will also be communicated in season. A considerable fund has been set apart for this purpose. In Bank Stock, \$1,020,700. In Rail Road Stock, \$600,000 as soon as the last instalment of the State's subscription has been paid. Of the surplus—\$200,000, for draining swamp lands; \$61,654 11 in cash and notes on hand; \$33,500 stock Cape Fear Navigation Company; \$25,000 in Roanoke Navigation Company; making the sum of \$1,939,851 11, besides the income arising from entries of land, license to retailers of spirituous liquors, and to auctioneers; and the swamps lands not granted to individuals before 1836, which will probably yield an income of \$120,000 to \$150,000 per annum, and would seem to warrant