

RALEIGH, (N. C.)

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Internal Improvement.

Communicated for the Minerva. To the Stockholders in the Yadkin Navigation Company. The directors of the Yadkin Navigation Company beg leave to lay before the stockholders an account of their proceedings and of the state of the work committed to their care.

Contracts have been made for improving the Navigation of the Yadkin and Pee Dee as follows:

1. Messrs. John Martin and Meredith Therman, have contracted to improve the Navigation of the Rivers from the town of Wilkesborough to the Bean Shoals, in Surry County. This line of the river is about sixty miles in length, and it is intended to improve the whole of it by sluicing. During the last summer the work has been commenced, and preparations are making by Messrs. Martin and Therman to do a large portion of the work during the ensuing year.

2. Messrs. Hiram Jennings and John Hixson, have contracted to improve the Navigation of the rivers from the head of the Bean Shoals, to the Mouth of Abbot's creek & from the foot of the gun smith shoals near the mouth of the Ucharie, to Whortleberry creek at the South Carolina line. These gentlemen commenced their work last spring: Mr. Jennings, at the Bean Shoals; and Mr. Hixson, at Whortleberry creek. At each of these places it was necessary to canal, to pass the falls in the river; and Mr. Jennings has extended the canal at the Bean Shoals nearly as far as it is thought to be now necessary. This canal is about a mile in length, and when completed, will enable boats to pass the most difficult part of the river between Wilkesborough and Flat Swamp. Mr. Jennings expects to finish this canal during the present winter, and to provide the materials for a dam at the head of the canal and for the too locks which will be required to pass from the canal into the river below. The manner in which Mr. Jennings has executed the work thus far is highly creditable to him, and inspires a confidence that all the work which he has contracted to do, will be well done.

The same remark may be made of Mr. Hixson & of the work which he has done on the Pee Dee. The canal which he is making will be two miles in length: one half of this canal is now finished, and the work on it will be continued until the cold weather ceases, when the sluicing of the river above Whortleberry creek will be commenced. As soon as the season will permit, all the contractors will apply themselves to sluicing, and push forward this part of the work until the coming on of cold weather.

The Directors have given to the work all the attention in their power. In August last they met at Wilkesborough and descended the river in a boat to the Bean Shoals. They were accompanied by the contractors Messrs. Martin and Therman, and several gentlemen who feel a deep interest in the improvement of the river. A few days afterwards Mr. Fulton the Engineer for the state arrived at Wilkesborough, and as soon as preparations could be made, he commenced his survey of the Yadkin, and descended in a boat from Wilkesborough to the Flat Swamp—and then he examined the obstructions in the river from Flat Swamp to the mouth of Ucharie, along which line lie the narrows and Falls. Mr. Fulton has submitted his report of this survey to the General Assembly; and as all the Stockholders are interested in knowing his opinions of this river and of the work which has been done, the following extracts from his report are laid before them. After describing the several obstructions in the river between Wilkesborough and the Bean Shoals, and the manner of improving the navigation along this part of the river, Mr. Fulton says "at the head of the Bean Shoals, terminates the contract of Messrs. Martin and Therman. I cannot close my observations on this part of the work, without remarking, that although these gentlemen have never executed any public work before, yet from the willingness they displayed to receive any information, and the attention they paid to my reasons for any alteration of the original plans, I have no doubt, they will finish it with credit to themselves and with satisfaction to the company and every one else in their employ.

"The first mile of the Bean Shoals has a fall of fifteen feet. The difficulties at this place are considerable, but the mode of improvement is in my opinion a very judicious one, namely, by canalling. It was proposed that this canal should extend along the left bank of the river for four miles. About one mile of this distance only has been operated upon; and as this mile avoids the principal obstructions, and as it may be doubtful whether the funds of the company will be able to meet all the improvements which they have in view, I think it would be ad-

visible to suspend the operations here as soon as the work now in hand can be completed. The river below can be rendered navigable cheaper by sluicing than it can by canalling. If, however, when the other parts of the work are finished, any surplus funds should remain, they may be applied to the further extension of the canal. It is but justice to the contractor of this work, Mr. Jennings, to say, it is executed in a very workmanlike manner. The only fault I find with it, is the slope of the inside banks, which are made at an angle of forty-five degrees; but, as this, I believe, the common angle in this part of the world, no blame is to be attached to him. His Breast Walls are executed in very good style." Placing confidence in the Stockholders, and relying upon their punctuality, the Directors entered into the contracts which have been mentioned, for improving the navigation of the river. By those contracts large sums of money are required to be paid by the company. The contractors cannot carry on the work without money, and the Directors cannot meet the engagements of the company, unless the Stockholders will pay the money which from time to time is required. At this season of the year, supplies must be laid in by the contractors for the next year; and from the failure of some of the stockholders to pay their instalments, the Directors are not able to make advances of money; as it is proper that the expenses of the work should be borne equally by all the Stockholders, in proportion to the shares which each has subscribed, the Directors deem it to be their duty to enforce the provision of the charter against delinquent Stockholders. But they earnestly hope such a step will become unnecessary; that every Stockholder who is able to pay, will pay; and for the convenience of the Stockholders in this respect, the directors have appointed an agent to wait upon each, and receive payment. No Stockholder can hesitate to pay when he considers the importance of the work, and reflects how much he as well as the public at large will be benefited by its execution. Many of the Stockholders have paid their instalments with a punctuality that does them credit: the directors hope that the example of them will be followed by the other Stockholders, and that we shall all evince our earnest desire to do our duty.

A. D. MURPHEY, President. MONTFORT STOKES, FRANCIS LOCKE, JESSE A. PEARSON, JOHN RANDALL, ANDREW WADE, WM. JOHNSTON. Directors.

Congressional Proceedings.

From the Washington City Gazette. LIST OF MEMBERS COMPOSING THE SIXTEENTH CONGRESS.

Table listing members of the 16th Congress by state and territory, including names and terms.

HOUSE OF REPRESENTATIVES.

- List of representatives from various states including New-Hampshire, New-Jersey, Virginia, Kentucky, Tennessee, Ohio, Louisiana, Indiana, Mississippi, Illinois, Alabama, Missouri, and Wisconsin.

On the recommencement of your duties in the Capitol. In bringing to view the incidents most deserving attention, which have occurred since your last Session, I regret to have to state, that several of our principal cities have suffered by sickness, that an unusual drought has prevailed in the middle and western States; and that a derangement has been felt in some of our married institutions, which has proportionably affected their credit. I am happy, however, to have it in my power to assure you that the health of our cities is now completely restored: that the produce of the year, though less abundant than usual, will not only be amply sufficient for home consumption, but afford a large surplus for the supply of the wants of other nations; and that the derangement in the circulating paper medium, by being left to those remedies which its obvious causes suggested and the good sense and virtue of our fellow-citizens supplied, has diminished.

Having informed Congress on the 27th of February last, that a treaty of amity, settlement, and limits, had been concluded in this city between the U. States and Spain, and ratified by the competent authorities of the former, full confidence was entertained that it would have been ratified by his Catholic Majesty, with equal promptitude and a like earnest desire to terminate, on the conditions of that treaty, the differences which had so long existed between the two countries. Every view which the subject admitted of, was thought to have justified this conclusion. Great losses had been sustained by citizens of the U. States, from Spanish cruizers, more than twenty years before, which had not been redressed. These losses had been acknowledged and provided for by a treaty, as fair back as the year 1801, which although concluded at Madrid was not then ratified by the government of Spain, nor since, until the last year, when it was suspended by the late treaty, a more satisfactory provision to both parties, as was presumed, having been made for them. Other differences had arisen, in this long interval, affecting their highest interests, which were likewise provided for, by this last treaty. The treaty, itself, was formed on great consideration, and a thorough knowledge of all circumstances, the subject matter of every article having been for years under discussion, and repeated references having been made, by the Minister of Spain, to his government, on the points respecting which the greatest difference of opinion prevailed. It was formed by a Minister duly authorized for the purpose, who had represented his government in the U. States, and been employed in this long protracted negotiation, several years, and who, it is not denied, kept strictly within the letter of his instructions. The faith of Spain was therefore pledged, under circumstances of peculiar force and solemnity, for its ratification. On the part of the U. S. this treaty was evidently acceded to in a spirit of conciliation and concession. The indemnity for injuries and losses, so long before sustained, and now again acknowledged and provided for, was to be paid by them, without becoming a charge on the Treasury of Spain. For territory ceded by Spain, other territory of great value, to which our claim was believed to be well founded, was ceded by the U. States, and in a quarter more interesting to her. This cession was, nevertheless, received as the means of indemnifying our citizens, in a considerable sum, the presumed amount of their losses. Other considerations, of great weight, urged the cession of this territory by Spain. It was surrounded by the territories of the U. States, on every side, except on that of the ocean. Spain had lost her authority over it, and falling into the hands of adventurers connected with the savages, it was made the means of increasing annoyance and injury to our Union, in many of its most essential interests. By this cession, then Spain ceded a territory, in reality, of no value to her, and obtained concessions of the highest importance, by the settlement of long standing differences with the U. States, affecting their respective claims and limits, and likewise relieved herself from the obligation of a treaty, relating to it, which she had failed to fulfil, and also from the responsibility incident to the most flagrant and pernicious abuses of her rights, where she could not support her authority.