

# The North Carolinian.

"CHARACTER IS AS IMPORTANT TO STATES AS IT IS TO INDIVIDUALS; AND THE GLORY OF THE STATE IS THE COMMON PROPERTY OF ITS CITIZENS."

R. K. BRYAN,  
EDITOR AND PROPRIETOR.

FAYETTEVILLE, N. C., JUNE 5, 1852.

VOL. 13—NO. 693.

**TERMS OF THE NORTH CAROLINIAN.**  
Per annum, if paid in advance, \$2 00  
Do. if paid at the end of 3 months 2 50  
Do. if paid at the end of 6 months 3 00  
Do. if paid at the end of the year, 3 50  
No subscription received for less than three months, unless paid for in advance.  
No paper discontinued until all arrears are paid.

Letters on business connected with this establishment, must be addressed R. K. BRYAN, Editor of the North Carolinian—and in all cases post-paid.

**RATES OF ADVERTISING:**  
Sixty cents per square for the first, and thirty cents for subsequent insertions, unless the advertisement is published more than two months, then it will be charged:  
For six months, \$4 00  
For 12 months, 6 00  
For 18 months, 8 00

All advertisements must be handed in by 10 o'clock Friday morning, and should have the number of insertions intended marked upon them, otherwise they will be inserted till forbid and charged accordingly.

**THE LAW OF NEWSPAPERS.**  
1. All subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.  
2. If subscribers order the discontinuance of their papers, the publishers may continue to send them until arrears are paid.  
3. If subscribers neglect or refuse taking their papers from the office to which they are sent, they are held responsible till their bills are settled, and their papers ordered to be discontinued.  
4. The Courts have decided, that refusing to take a newspaper or periodical from the Post Office, or removing and leaving it uncollected for, is prima facie evidence of intentional fraud.

**FOR SALE AT THE CAROLINIAN OFFICE, at 75 cents per quire.**  
For any quantity over 5 quires, 60 cts per quire.

**JOHN D. WILLIAMS,**  
Commission and Forwarding  
MERCHANT.  
Fayetteville, N. C.  
Oct. 1, 1851.

**MARBLE FACTORY.**  
BY GEO. LAUDER.



Nearly opposite to E. W. Williams' Auction Store, FAYETTEVILLE, N. C.  
Oct. 1, 1851—y

**TEA! TEA! TEA!!**  
Hyson Tea, Imperial Tea, Young Hyson Tea, Oolong Tea, quality good, better, and choice, a large supply and good assortment—all selected by a judge, and recommended as fresh and fine flavored. For sale by  
Oct 11 S. J. HINSDALE.

**IMPERIAL TEA.**  
Just received to-day a chest of Imperial Tea, that is as good, if not a little better than was ever offered at this market.  
Oct 11 S. J. HINSDALE.

**HYSON TEA.**  
A chest of very superior quality, fresh and fine flavor, just received and for sale by  
Oct 11 S. J. HINSDALE.

**MORE CORN.**  
1800 Bushels Hyde Co. Corn,  
As good as the last, for sale by  
May 8, 1852. LAWRENCE & TROY.

**FEE BILLS,**  
For Clerks of the County and Superior Courts, printed in a style suitable for framing, for sale at the Carolinian Office, at 10 cts each.

**\$20 REWARD.**  
Runaway from the subscriber on the 14th inst. a negro boy named PETER, dark complexioned, aged about 25 years. I will give \$20 for the delivery of said boy to me, or his confinement in any jail so that I get him.  
I will also give \$10 for proof that will convict any white man of harboring or employing him.  
May 22, 1852. 591-1f J. M. JESSUP.

**To Contractors.**  
The Commissioners of public buildings for Marion District, will receive Sealed Proposals until the 1st Monday in July next, for building a new COURT HOUSE, upon which day at 12 o'clock, M., the contract will be let out. The plans and specifications can be examined upon application to Thomas Evans, at Marion C. H. All bids addressed to Thomas Evans, and marked proposals for building new Court House.  
THOMAS EVANS,  
Ch' of Com. S. C. Buildings for Marion District  
Marion Co. Co., S. C., March 27. 691-7f

The Subscriber, desirous of making some change in his business, will offer at auction, on Tuesday of County Court, June 8, a variety of Cabinet Furniture—such as Secretaries and Book Cases, Side Boards, Bureaus, Tables; Bedsteads, mahogany and maple; Basin and Candle Stands, Chairs of every description, and many other articles not enumerated. A Cotton Gin, which may be propelled by manual or horse power. Terms liberal and made known at sale.  
DUNCAN McNEILL.

**AND MANUFACTURER OF PLAIN AND JAPAN TIN WARE,**  
Copper, Tin Plate and Sheet-Iron Worker.

I have in my employment competent workmen, and am prepared to do all kinds of work, either in COPPER, TIN OR SHEET-IRON.  
I have on hand all the necessary materials and machinery for making Factory Cans and Drums, and to do all kinds of factory work that can be done by any similar Establishment in the State.  
Also for sale, Patent Factory Can Rings, varying from 9 to 14 inches; Drum Heads, &c.  
ROOFING, GUTTER & LEADER PIPES put up in the best manner.  
Also, just received, a full supply of COOKING STOVES, of the most approved patterns, some of them very large for hotel and plantation use. Always on hand a good assortment of TIN WARE.  
C. W. ANDREWS,  
South-east corner Market Square.  
May 15, 1852 y

**THAT POLISH, HOW IT SHINES!**  
10,000 boxes sold within the last 9 months

A. J. WOODWARD returns his thanks to the public for the unprecedented encouragement he has met with in the manufacture and sale of his celebrated Polish, and at the same time wishes it understood that he always keeps a supply on hand for wholesale or retail.  
Experience has proved that this Polish is unsurpassed for quickness in putting a gloss on boots and shoes, and also in preserving the leather.

Persons wishing to oil their boots can use this Polish with equal success immediately afterwards: the leather should be rubbed as soon as the Polish is applied, before it dries.  
The Polish can be found at the store under the Carolinian Printing Office.  
Fayetteville, Feb'y 21, 1852. 675-1y

**Entire new Stock of GOODS.**  
Having sold our old stock out, we now offer to our customers and friends an entire new stock of

**DRY GOODS, Hardware and Cutlery, Hats, SHOES & GROCERIES,**  
A LARGE ASSORTMENT.

All of which we will exchange for any kind of country produce, or sell on time to punctual customers.  
COOK & TAYLOR.  
Fayetteville, Sept 27, 1851 y

**H. L. HOLMES,**  
ATTORNEY AT LAW, WILMINGTON, N. C.  
Office on corner of Front and Princess streets, under the Journal Office.  
Nov 15, 1851 if

**\$10 REWARD.**  
Runaway from the subscriber on the 1st of January last, a negro man named MIKE, who is supposed to be lurking in the neighborhood of Fayetteville, where he has a wife. Mike is a black fellow, about 5 feet 10 inches high, stoops a little when walking, and moves slowly. He was hired by me for this year from the estate of Josiah Evans, dec'd. The above reward will be paid for his apprehension and delivery to me or confinement in jail so that I get him. Mike is 25 years old.  
NATHAN KING.  
April 10, 1852 685-1f

**Wm. Rowland's Mill Saws**  
1 down very heavy, for sale by  
April 17 H. BRANSON & SON.

**SPRING GOODS.**  
We are now receiving our usual stock of STAPLE AND FANCY GOODS,  
Boots, Shoes, Cannel, &c.,  
Which being brought late in the season, (most of them at a considerable decline in price,) we are now prepared to sell them very low. Please call and examine.  
D. & W. McLAURIN.  
April 10, 1852.

**Second Spring and Summer Stock.**  
**STARR & WILLIAMS**  
Would announce to their customers and the public generally, that they are now receiving large additions of STAPLE DRY GOODS, Shoes, Boots, &c., to their early Spring purchase, to which they especially invite the attention of country merchants.  
Orders solicited, and every exertion made to give satisfaction.  
Fayetteville, April 28, 1852 S & W

**E. C. HALL,**  
OF ROME,  
Successor of Hall, Sackett & Co.  
Has now on hand a general assortment of Dry Goods, Saddlery, Hats, Caps, Shoes, Hardware, Groceries.

A much larger and more general stock than ever opened on the East side of the Cape Fear—which he is prepared and determined to sell to punctual customers, either at wholesale or retail, at greatly reduced prices.  
He would call particular attention to his stock of BOOTS AND SHOES. The assortment is unusually large, and of every quality and style; and having been bought for Cash, he can and will sell them very low.  
One that wishes Bargains will find it to your interest to give the Stock an examination before buying elsewhere.  
Always on hand, a general stock of GROCERIES.  
May 1, 1852.

**C. W. ANDREWS,**  
Dealer in Stoves,

**1852.**  
LOOK AT THIS!  
Spring and Summer DRY GOODS,  
JUST RECEIVED  
—ALSO—  
Hats, Caps, Bonnets, Boots and Shoes.  
Worn side Hay street, opposite to Messrs. Cook & Johnson. ISAAC DODD.  
May 8, 1852.

**NOTICE.**  
Persons indebted to us by bond or book account, due previous to 1st January 1852, must settle, or we will make settlement by legal process.  
J. & T. WADDILL.  
March 27

**New and splendid assortment of SUMMER CLOTHING.**  
J. OTTERBORG has just received a superb lot of extra fine Summer Clothing, including Coats, Pants, Vests, &c. &c., of the best material and warranted not to rip, which he will sell for cash cheaper than can be procured elsewhere in town. These Goods are made up in a superior manner, and will bear the test of examination by the best judges of work. Purchasers are assured that if any of these articles should rip, they will be repaired free of charge.  
May 22, 1852 2m

**1600 Pounds choice Wayne County BACON HAMS.**  
10 barrels Wayne County Lard.  
Also, 1000 lbs hams cured by W. T. Smith.  
For sale for cash by  
May 8. H. BRANSON & SON.

**Spring Goods—1852.**  
JAMES KYLE IS NOW RECEIVING ABOUT 250 Packages of DRY GOODS,  
All of which being purchased for CASH, will be offered at very reduced prices for cash, or on time to punctual customers, either by wholesale or retail.  
Buying Cloths from No. 1 to 10, of the best that is manufactured 683-4f  
March 27, 1852.

**THE subscribers have on hand and are daily receiving the following GOODS:**  
Dry Goods, Groceries, Hardware and Cutlery, Oils & White Lead, a large assortment of Fish,  
With many other articles not enumerated, embracing a large and well selected Stock, which they are disposed to sell LOW, either at wholesale or retail.  
LEETE & JOHNSON.  
2 doors West of Cape Fear Bank.  
April 10, 1852. 685-1f

**\$50 REWARD.**  
Runaway from the subscriber, on the 20th February last, some ten or twelve miles below Columbia, S. C., a likely mulatto boy named JOHN, about twenty years old, slim, trim made, weighs about 140 pounds, he is about 5 feet 6 or 7 inches high, has no scar recollected; one of his thumbs is stiff at the first joint and bends in; think his right, but not positive which; hair straight and rather dark. Said negro was purchased in Richmond, Va., of George Aler, and was raised in the neighborhood of Fredericksburg, Va., and will likely try to get back. The above reward of fifty dollars will be paid for him if lodged in any jail so that I get him.  
D. T. CURETON.  
Greenville, S. C., April 20, 1852. 685-6f

**NOTICE.**  
I forewarn all and every person from fishing or hunting on my lands in the counties of Cumberland, Bladen and Sampson, as I will enforce the law against all such trespassers.  
G. T. BARKSDALE.  
April 22, 1852 687-1f

**WANT OF MONEY!**  
I will sell my SUMMER RESIDENCE, two miles from the Market, on the Fayetteville and Western Plank Road—one of the most desirable and healthy places in the county.  
Also, 40 Shares of Fayetteville and Western Plank Road Stock, and 30 Shares of Fayetteville Hotel Stock.  
With the largest stock of Ready made CARRIAGES and BUGGIES ever offered in this place—over 5000 worth—completely finished. All of which I will sell at very reduced prices for cash or negotiable notes.  
So little attention has been paid to the call made by me after the first of the 2d Inst., on those indebted to me to call and settle, that I am induced to offer the above property at reduced prices to enable me to rebuild my Carriage Establishment and continue my business with convenience.  
I shall place notes in proper hands for collection, if not paid soon. I have all my accounts made out to the 1st Jan'y 1852.  
A. A. McKETHAN.  
April 10, 1852 685-1f

**STEAMSHIP LINE**  
Between New York, Norfolk, Petersburg and Richmond.  
Two splendid new steamships, built expressly for this route, are now running—Steamship City of Richmond, Z. Mitchell, Commander, and Steamship City of Norfolk, Jas. Post, Commander—one of which leaves New York every Thursday from Pier 8, East River, at 4 p. m.—returning leaves Richmond and City Point on Friday and Norfolk on Saturday of every week. These vessels are thorough sea steamers, very fast, and have splendid accommodations for passengers. Cabin passage & food between New York and Norfolk, \$7 Do. Do. City Point or Richmond 40 Do. Do. Do. Norfolk 55 Do. Do. Petersburg & Norfolk 75 Do. Do. Freight from New York to Richmond 6 cts per foot. Do. to Petersburg & Norfolk 7 cts per foot.  
This is an expedition, the cheapest, and most pleasant route passengers can take going to New York.  
Insurance by these vessels is much lower than by sailing vessels.  
JOSIAH WILLS, Agent, Norfolk.  
THOS. BRANCH, do. Petersburg.  
A. S. LEE, do. Richmond.  
MALLER & LORD,  
103 Wall st., New York.  
March 20, 1852 6m

**GOV. REID'S INAUGURAL ADDRESS,**  
Delivered before the two Houses of the General Assembly of North Carolina, the 1st day of January, 1851.  
Impressed with a deep sense of gratitude to my fellow citizens, I enter upon the duties of the station to which their kind hospitality has called me, with the earnest invocation to Almighty God so to direct my official conduct as to promote the welfare, the prosperity, and the happiness of the people of the State. The duties of the Executive, at all times delicate and responsible, are magnified by the importance of the crisis, and I should approach the fearful task assigned me with greater reluctance, were it not for the fact that I find myself surrounded by the Legislative authority of the State, confident in gentlemen whose wisdom and patriotism I do not, will be found equal to the emergency.

The misguided fanaticism of Abolitionists at the North threatens the overthrow of the Constitution and a dissolution of the Union. The Slavery question is one of momentous importance to the Southern States of the Confederacy, involving an incalculable amount of property, as well as the domestic peace and security of our people. In the formation of the federal Constitution the institution of Slavery was recognized and provided for in a manner just and satisfactory to all the States. Subsequently, this question deeply agitated the country, and the South made concessions to the North and submitted to the Missouri compromise, with the assurance and expectation that this exciting element of political strife was to be forever put to rest. After availing herself of all the advantages derived under that compromise, the North urged exorbitant demands, which led to the enactment of the series of compromise measures passed by the present Congress, by which the South lost important rights by again making concessions to the North. The North, having availed herself of all the advantages under this compromise, does not cease to agitate the subject; and now threatens to repeal the only one of the measures which ensured to the benefit of the South, accompanied, in many instances by violent threats to disregard the Constitution and the laws, and to forcibly resist their execution.

We have not been indifferent to the encroachments that have been made on our rights, yet we have patiently suffered them with the hope they would not be again renewed. We now have just cause to fear that this hope was illusory. North Carolina, one of the last States to enter the Confederacy, yields to none of her sisters in ardent attachment to the Union. She would regard its dissolution as an awful calamity, which she would avoid at any sacrifice consistent with her rights and her safety. She came into the Union to be governed by the federal Constitution, and to secure herself against tyranny and oppression; and so long as the Constitution is faithfully adhered to and her rights respected, she will be among the last of the States to desert the Union. But she never gave her consent to enter into a Union which would overthrow the Constitution, violate her dearest rights, and manacle her with the fetters of oppression. To such a Union she owes no allegiance. A solemn sense of public duty impels me to declare, that the encroachments of the North on the domestic institutions of the South, have already proceeded to the first allowable point. Entertaining this opinion, I regard it as due to candor that we should make that fact known, that our brethren at the North may be fully informed that "we know our rights, and knowing, dare maintain them"; and that if they proceed in their aggressions, they must expect to meet the consequences.

In view of all the circumstances, I respectfully recommend to the General Assembly to provide—in the event of a contingency arising to justify it—for taking the necessary steps to maintain the Constitution of the United States and the rights of this State; that we may cooperate with such other States as may determine to stand by a Union governed by the compromises of the Constitution. Pursuing this course, we shall feel a proud consciousness of the rectitude of our cause, and be justified in the estimation of all impartial minds; and then, if the awful calamity must come—which God forbid!—let the consequences fall upon those whose madness and folly have provoked it.

consideration and action of the General Assembly. Cheap transportation could not fail to add to the wealth and convenience of all classes of our citizens, and to the prosperity of the State. These are various objects which claim the consideration of the Legislature. Feeling a deep interest in the prosperity of every part of the State, and believing that the members of the General Assembly, residing as they do in the various Counties, will be fully prepared to give due consideration to the claims of every portion of the State, I do not feel myself called upon to decide between the peculiar merits of the many objects of public improvement which demand the patronage of the State. In carrying out a system of Internal Improvements a large expenditure of money is necessarily required, and it is not to be expected that a State can at once embark in all the schemes that are desirable. Works of this description should be undertaken with due caution in regard to their practicability and the adequacy of the means of the State to complete them. As a general rule, I think the Legislature which authorizes the construction of works of Internal Improvement ought, at the same time, to provide for raising the means for their completion. Whether public opinion or the condition of the Treasury will justify the State at this time in embarking in other and new objects of improvement, and if so, to what extent, is a question which is submitted to the prudence and wisdom of the General Assembly. While a judicious system of Internal Improvements within the means and resources of the State, is desirable to all, yet a wild and extravagant one, involving the State in a large public debt without the prospect of a return of adequate advantages to the people, is to be deprecated. Such a system would, for a time at least, paralyze the spirit of improvement, and, with it, the prosperity of the State. The laws in force for carrying out works of Internal Improvement already provided for, and such others as the Legislature in its wisdom may hereafter provide for, so far as depends upon my action as Executive, shall be faithfully executed.

In a State like ours, where the popular voice directs and governs public affairs, education is a subject of general and paramount importance. It is therefore the policy of the State to foster and improve our system of Common Schools, so as to answer the laudable and beneficent purpose for which it is intended. In 1835, an act was passed setting apart certain sources of revenue for Common and convenient Schools, and providing for the distribution of its proceeds among the several Counties in proportion to the free white population in each, whenever in the opinion of the Legislature the same had sufficiently accumulated. This fund did not sufficiently accumulate to put into operation a system of Common Schools, until the State received a considerable sum under the deposit act of Congress, the most of which sum, together with stocks belonging to the State, was transferred to, or invested for the use of, the Literary Fund. The State received this deposit from the General Government according to federal population, and the Assembly of 1836, which transferred these new acquisitions to the Literary Fund, expressly stipulated that they should be "subject at all times to the direction and control of the General Assembly." These accumulations had, in the opinion of the Legislature, sufficiently increased the fund to justify the commencement of a system of Common Schools; and in 1838, an act was accordingly passed.

The act of 1840 provided that the net annual income of the Literary Fund should be divided according to federal population. Since that time our School laws have been frequently revised and re-enacted, but every time retaining the principle of distribution according to federal population. Human ingenuity can devise no plan for the distribution of this fund that will not operate more favorably to some Counties than to others. Such a result is inseparable from the condition of the State; and it is believed that the present mode of distribution is, upon the whole, perhaps as just as any that could be adopted. The difference in the amount received by the larger number of Counties in the State, whether the distributions be according to federal or white population, would be very inconsiderable. Slaves are owned in every part of the State, and each County shares alike in the distribution in proportion to its federal population. Federal population is not made the basis of education, but the distribution of the fund for that purpose. This principle of distribution has, in a commendable spirit of compromise, been time after time settled by the Legislature. Is the agitation of this question never to cease? The great inconvenience we have to encounter in relation to our system of Common Schools, I apprehend, is not to be found in the mode of distribution, but in the inadequacy of the fund and in the imperfect manner in which the Schools are regulated. And I submit whether, instead of continuing this agitation, which is calculated to array one portion of the State against the other, our attention may not be more properly directed to the enlargement of the fund and its proper investment, and to the improvement and better regulation of the Schools themselves.

The question of Equal Suffrage has for some time past engaged public attention, and it is believed that a large majority of the people demand this Constitutional reform. The subject embraces the plain proposition, whether the right to vote for the Senate shall be extended to such persons as are at present entitled to vote for the House of Commons. It is not doubted but such voters are fully competent to exercise the right of suffrage in choosing both branches of the General Assembly. To withhold this invaluable privilege from those whom it is proposed to place upon terms of equality at the ballot-box, upon the ground that if they enjoyed the right they might abuse it, is an unjust reflection upon their virtue and intelligence, and is denying the fundamental principle upon which all free governments are based. This question embraces no proposition to encroach on the rights of the landholder, but to extend to a numerous and meritorious class of our fellow-citizens one of the dearest rights of American freemen. It is gratifying to know that this question of extending the right of suffrage has not arrayed the landholders against the non-landholders, for such is the love of liberty and of equality among our people, that both classes are found actively cooperating in their efforts to carry out this question of Constitutional reform. Efforts have been made to connect with this question a change of the basis of representation. I do not think that either justice or public policy demands such a change. The Convention of 1835, in a spirit of compromise and concession, adopted taxation as the basis for the Senate and federal population as the basis of representation for the House of Commons. The Abolitionists at the North wish to destroy the basis of federal population upon which we are represented in Congress. Their course on this subject is viewed as dangerous and mischievous; and I regard a similar movement in relation to our representation in the State Legislature, however well intended, as fraught with equal mischief and danger. The federal basis consists of three-fifths of the slaves added to the whole number of free persons. The white basis would exclude the computation of slaves in representation. Persons other than voters are properly represented. Although federal population prevails as a basis, yet slaves do not vote, nor do white females and minors still they are represented. Slaves, although property, are persons, and subject to legislation in that two-fold character.

Every county in the State is interested in the slave question, and the State should have but one voice on this important subject. Experience has but too recently shown us the sad consequences resulting from the agitation of the slavery question between the different States of the Union. Are these exciting scenes to be brought nearer home to us—to array one section of the State against another, and destroy the good feeling, the peace and friendship which it is so desirable to cultivate between the various portions of the State? Let us forget that we are partisans, and bury this dangerous element of agitation, with the determination to unite our exertions to promote the honor and prosperity of the State. Engrafting the white basis on Equal Suffrage would be an indirect, but a most certain and effectual mode of defeating the latter question. This must be obvious to every reflecting mind. Equal Suffrage, connected with a change of the basis, must fail; standing by itself, it must prevail. This amendment to the Constitution may be passed by the present and succeeding Legislatures, and submitted to the people for ratification in the manner provided in the Constitution, without incurring the expense of calling a Convention. In the initiatory step, it requires a larger number of the members of the Assembly to call a Convention than to pass the amendment. The Conventional mode of effecting this reform weakens the question, while the Legislative mode does not, and therefore the latter is preferable. It is believed that the success of this measure will be promoted by being submitted and voted upon as an isolated question, without being connected with any other Constitutional amendment.

The election of Judges and Justices of the Peace by the people, and for terms less than for life, are questions of Constitutional reform, which I recommend to the favorable consideration of the General Assembly. There are other amendments to the Constitution that have attracted public attention, to which I do not, you will give that degree of consideration which their importance demands.

In conclusion, permit me to remark that the General Assembly may rely upon my hearty co-operation in such measures as may tend to the prosperity and happiness of the people of the State.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

**Wilmington and Manchester Rail Road.**  
—The Bridge for this Road will be in readiness, as we are informed, for the cars to pass over the Great Pee Dee River, in due time, so as not to delay the completion of the entire enterprise. The boring is now in operation preparatory to the erection of columns to support the bridge. The road is finished from Manchester nearly to Lynch Creek, and it is expected that the engines will be running to the terminus of the first forty miles by the 4th of July next. This point will be about six miles to the east of Lynch Creek.—Marion Star.

consideration and action of the General Assembly. Cheap transportation could not fail to add to the wealth and convenience of all classes of our citizens, and to the prosperity of the State. These are various objects which claim the consideration of the Legislature. Feeling a deep interest in the prosperity of every part of the State, and believing that the members of the General Assembly, residing as they do in the various Counties, will be fully prepared to give due consideration to the claims of every portion of the State, I do not feel myself called upon to decide between the peculiar merits of the many objects of public improvement which demand the patronage of the State. In carrying out a system of Internal Improvements a large expenditure of money is necessarily required, and it is not to be expected that a State can at once embark in all the schemes that are desirable. Works of this description should be undertaken with due caution in regard to their practicability and the adequacy of the means of the State to complete them. As a general rule, I think the Legislature which authorizes the construction of works of Internal Improvement ought, at the same time, to provide for raising the means for their completion. Whether public opinion or the condition of the Treasury will justify the State at this time in embarking in other and new objects of improvement, and if so, to what extent, is a question which is submitted to the prudence and wisdom of the General Assembly. While a judicious system of Internal Improvements within the means and resources of the State, is desirable to all, yet a wild and extravagant one, involving the State in a large public debt without the prospect of a return of adequate advantages to the people, is to be deprecated. Such a system would, for a time at least, paralyze the spirit of improvement, and, with it, the prosperity of the State. The laws in force for carrying out works of Internal Improvement already provided for, and such others as the Legislature in its wisdom may hereafter provide for, so far as depends upon my action as Executive, shall be faithfully executed.

In a State like ours, where the popular voice directs and governs public affairs, education is a subject of general and paramount importance. It is therefore the policy of the State to foster and improve our system of Common Schools, so as to answer the laudable and beneficent purpose for which it is intended. In 1835, an act was passed setting apart certain sources of revenue for Common and convenient Schools, and providing for the distribution of its proceeds among the several Counties in proportion to the free white population in each, whenever in the opinion of the Legislature the same had sufficiently accumulated. This fund did not sufficiently accumulate to put into operation a system of Common Schools, until the State received a considerable sum under the deposit act of Congress, the most of which sum, together with stocks belonging to the State, was transferred to, or invested for the use of, the Literary Fund. The State received this deposit from the General Government according to federal population, and the Assembly of 1836, which transferred these new acquisitions to the Literary Fund, expressly stipulated that they should be "subject at all times to the direction and control of the General Assembly." These accumulations had, in the opinion of the Legislature, sufficiently increased the fund to justify the commencement of a system of Common Schools; and in 1838, an act was accordingly passed.

The act of 1840 provided that the net annual income of the Literary Fund should be divided according to federal population. Since that time our School laws have been frequently revised and re-enacted, but every time retaining the principle of distribution according to federal population. Human ingenuity can devise no plan for the distribution of this fund that will not operate more favorably to some Counties than to others. Such a result is inseparable from the condition of the State; and it is believed that the present mode of distribution is, upon the whole, perhaps as just as any that could be adopted. The difference in the amount received by the larger number of Counties in the State, whether the distributions be according to federal or white population, would be very inconsiderable. Slaves are owned in every part of the State, and each County shares alike in the distribution in proportion to its federal population. Federal population is not made the basis of education, but the distribution of the fund for that purpose. This principle of distribution has, in a commendable spirit of compromise, been time after time settled by the Legislature. Is the agitation of this question never to cease? The great inconvenience we have to encounter in relation to our system of Common Schools, I apprehend, is not to be found in the mode of distribution, but in the inadequacy of the fund and in the imperfect manner in which the Schools are regulated. And I submit whether, instead of continuing this agitation, which is calculated to array one portion of the State against the other, our attention may not be more properly directed to the enlargement of the fund and its proper investment, and to the improvement and better regulation of the Schools themselves.

The question of Equal Suffrage has for some time past engaged public attention, and it is believed that a large majority of the people demand this Constitutional reform. The subject embraces the plain proposition, whether the right to vote for the Senate shall be extended to such persons as are at present entitled to vote for the House of Commons. It is not