

Abstract of the Revenue Act.

SECTION 1. Levies a tax of 3 cents on every dollar of interest secured and actually due or received on all sums of money at interest, in the State or out of it, for the year next before the returns are made.

Abstract of the Act to incorporate the Bank of Fayetteville.

SECTION 1. Provides that a Bank shall be established in the Town of Fayetteville, the Capital Stock of which shall not exceed eight hundred thousand dollars, divided into shares of fifty dollars each, and that for the purpose of receiving subscriptions for said stock, books shall be opened on the first day of February, one thousand eight hundred and ninety-nine, and remain open for the space of sixty days, at Fayetteville, under the superintendence of the following persons or a majority of them, viz: James K. Kyle, Henry Lilly, J. D. Starr, James Martine, J. T. Gilmore, and at such other places, under the superintendence of such persons as said Commissioners may direct.

The Plank Road.

The capital stock is \$200,000. Whenever individuals or corporations subscribe as much as \$25,000, the company is to be invested with all the rights and privileges of a corporation.

Abstract of the Act to incorporate the North Carolina Railroad Company.

The 1st Section provides for the formation of a Corporation, with a capital stock of \$3,000,000, under certain conditions prescribed in and Section 2, authorizes them to construct a Railroad from the Wilmington and Raleigh Railroad, where the same passes over the Neuse River, in Wayne, via Salisbury, to Charlotte.

der, and of reviving the late Company, certain persons therein named, and the late stockholders of, and obligors for the Road, or any part of them, and such other persons and corporations as may associate with them, are created a body corporate, with the privileges, &c., of the late Company, under the following conditions:

COMMUNICATIONS.

RAILROAD IMPROVEMENT.

Messrs. Editors: I rejoice to believe that the thick and impenetrable gloom that has hung over us so long as a State, is at length about to be broken up and dispersed, I trust forever.

Railroads have been tried, every year adds to their length and number; especially in this case in those States where there have been any great number of them completed. To illustrate fully this point,—take for example either of the States of the Union, say the one that has the greatest number of miles of Railroad completed within its bounds, and there you will be sure to find the greatest number of miles under contract and the most strenuous exertions being made to have new ones laid off.

CONGRESSIONAL SUMMARY.

Monday, Feb. 5. SENATE. The Virginia slavery resolutions were presented by Mr. Hunter, with his statement that Virginia would sustain their doctrines, &c. After some other morning business, the postage bill was taken up and the Senate addressed by Messrs. Allen and Pearce.

Table with 2 columns: Description of materials and their cost. Includes items like 'Of the cost of relaying the Raleigh and Gaston Railroad with T iron weighing 56 1/2 lbs to lineal yard' and '306,240 yds in Railing, of 57 miles lineal, 17,379 lbs, 56 1/2 to lineal yd, for 57 miles, 7,758 tons, at \$50 per ton'.

COMMON SCHOOL ADVOCATE. PROSPECTUS.

IF sufficiently supported, the subscriber intends to publish a monthly paper of eight pages, for the purpose of diffusing information on the subject of education,—with the special view of improving the character of our Common Schools.

RAILROADS.

There may be uncertainty, as to which Atlantic city belongs the credit of making the first successful movement in the construction of a railroad; among the earliest, are Baltimore and Charleston—and Boston, New York and Philadelphia were nearly simultaneous in their movements.

PLOUGH.

OF the manufacture of C. H. Richmond—a superior article for the soil of this vicinity—for sale at the store of BANKIN & McLEAN, March 3, 1849.

Table with 2 columns: Advertising Rates of the Patriot. Includes rates for one dollar per square (15 lines) for the first week and 25 cents for every continuance.