

THE NORTH CAROLINA ARGUS.

N. KNIGHT & SON,
Proprietors.

"This Argus, o'er the People's Rights doth an Eternal Vigil Keep; No Sloughing Strain of State's Son can Lull his Hundred Eyes to Sleep."

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Governor's Message.

TO THE HONORABLE THE GENERAL ASSEMBLY OF THE STATE OF NORTH CAROLINA.

Assembled as the representatives of the people, in accordance with the Constitution, to assume the duties and responsibilities which are imposed upon you as the legislative department of the State.

In the discharge of this great trust, which may more or less, according to the happiness and prosperity of all, it is for you to exercise your own judgment and discretion in maturing such measures as the public interests and wants, and the plain requirements of times may point out as most necessary and expedient. As you are fresh from the people, and are acquainted with their wishes and wants, you will, no doubt, regulate your action accordingly. The true purpose and sequence of wise and judicious legislation is to protect the public interest and promote the public welfare.

I congratulate you upon the favorable and auspicious circumstances under which you have assembled, and hope that your legislation may be beneficial to the State and productive of much public good.

We have been exempt during the past year from contagious sickness and disease, pestilence and plague, and from famine and suffering. The people have enjoyed a general good health and peace throughout the State and the earth has brought forth an unusual abundance of fruits and products in due season. For all the numberless favors and blessings which we are permitted to enjoy, we have great cause for gratitude to Almighty God, to whom our heartfelt thanks should constantly ascend. We can do nothing ourselves; without His merciful help and favor our efforts will be all in vain. The vivid and abiding evidences of these ever living truths, should encourage and cheer us in the faithful discharge of all our duties.

NORTH CAROLINA RAILROAD.

As important interests are involved in this great trunk line of Railroad, I deem it necessary to give a brief statement of its present financial condition as I understand it, as I prefer dealing in facts and figures instead of supposition.

On the 11th day of September, 1871, the bonds issued to construct the North Carolina Railroad and all its property were leased to the Richmond and Danville Railroad Company, for a term of thirty years, for a rent of \$260,000 per annum, payable on the 1st days of July and January of each year. The Richmond and Danville Company is also bound by the lease to pay any tax imposed on said Railroad, not to exceed \$10,000 per annum. The rent has been paid regularly thus far, and the money applied to the payment of interest on the construction bonds, in accordance with a decree of the United States Court.

The sum necessary to be raised by the present General Assembly to pay the past due interest on the construction bonds, and thus save the stock of the State from sale under the decree of the United States Circuit Court, will probably amount to more than \$200,000.

Suit was instituted in the Circuit Court of the United States for the Eastern District of North Carolina, in the name of Anthony Swayze, for himself and other bond-holders, to require the dividends of the North Carolina Railroad to be applied to the payment of interest on the construction bonds, and at June Term, 1871, a Receiver was appointed in this case to collect the dividends thereon as they have from time to time been paid. These dividends, as far as received, have been applied to the payment of interest; but as they were not sufficient for that purpose, application was also made to the same Court for a decree for a sale of the State stock to pay past due interest. A decree was accordingly rendered by the Court at June Term, 1874, to the effect, that if the State fails to provide for payment of the interest due up to the first day of April, 1875, the stock may be sold.

If that decree is carried into effect it will thwart and defeat the main purposes of the "act to amend the charter of the North Carolina Railroad Company," and for other purposes therein mentioned," ratified the 10th day of February, 1874, commonly called "the consolidation bill," providing for a continuous line of railroad from Morehead City on the Atlantic ocean through almost the entire length of North Carolina, a distance of more than 500 miles, with 440 of which already completed, and a large amount of tunneling in the Blue Ridge, and grading done on the 70 miles not yet finished to Paint Rock, thereby connecting with the East Tennessee Railroads, and our sea-ports with the great West and the Mississippi valley.

The State has appealed from the decree of the District Court to the Supreme Court of the United States, and it is hoped that the late decision in favor of the sale of the stock held by the State in the North Carolina Railroad may be reversed. If it should be confirmed, the probability is that the main objects of the consolidation bill will be defeated, and the people of Western North Carolina, who have been so long deprived of the immense benefits and advantages of railroad facilities, will have to suffer still longer for want of those important veins and arteries of trade and commerce, which so greatly promote the prosperity and wealth of the country.

On the 11th day of September, 1871, the North Carolina Railroad and all its property were leased to the Richmond and Danville Railroad Company, for a term of thirty years, for a rent of \$260,000 per annum, payable on the 1st days of July and January of each year. The Richmond and Danville Company is also bound by the lease to pay any tax imposed on said Railroad, not to exceed \$10,000 per annum. The rent has been paid regularly thus far, and the money applied to the payment of interest on the construction bonds, in accordance with a decree of the United States Court.

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WESTERN NORTH CAROLINA RAILROAD.

This road has been under mortgage ever since the year 1867, and suit is now pending in the Circuit Court of the United States for the Western District of North Carolina, for the sale of said road, and it is understood that the North Carolina Railroad Company have made arrangements with the creditors of the Western North Carolina Road to purchase it whenever it is sold, as without that the consolidation act will be a failure. And by reason of objections to that act, applications have been pending in the State and Federal Courts for injunctions and orders to restrain the North Carolina Railroad Company from purchasing the Western North Carolina Railroad.

If the consolidation bill be properly amended, it is thought the present objections to it will cease, and this great railroad, which promises so much benefit to North Carolina will be pushed forward with industry and energy to a successful completion. Most of it is already completed, but we are unable to reap any of the advantages of this great through line by reason of the part left unfinished.

The Eastern Division of the Western North Carolina Railroad extends from Salisbury to the French Broad River, near Asheville, and has been completed and in operation for several years from Salisbury to Old Fort, in McDowell county, a distance of 115 miles, and cost \$6,000,000, \$4,000,000 of which was paid, and \$2,000,000 by individual

The Western Division extends from near Asheville down the French Broad River to the Tennessee line at Paint Rock, some few miles below the Warm Springs, in Madison county.

Old Fort is 25 miles from Morganton, and 24 miles from the French Broad River. This 24 miles includes the mountain section and all the tunnels, three small ones and one large one at the top of the mountain. The small tunnels were nearly completed, when the work was suspended, and the large one through solid rock, nearly half finished. The large tunnel is about 1,800 feet in length, 700 feet of which is complete and some 900 to finish. The entire tunneling yet to do in all four of the tunnels is a little more than a fourth of a mile, and a very large proportion of the grading between Old Fort to the top of the mountain is done, and considerable grading has also been done from the mountain to the French Broad River. The Company, previous to the war, had surveyed and located the section from the French Broad River to the Tennessee line, near Ducktown, a distance of 135 miles from Asheville, at the estimated cost of over \$5,000,000, and had located the road from the French Broad River down that river to the Paint Rock on the Tennessee line, 44 miles from Asheville, the estimated cost I have not before me.

The Mississippi Valley is full of Railroad enterprise and life. These Atlantic States are most sagacious, and most fully on the road to enduring prosperity and wealth, who are sending out the arms of their railroads to, gather in and convey to their own ports the inexhaustible productions of that valley, and also to share in the Pacific trade of China and Japan. The East Tennessee, Virginia and Georgia Railroad has its eastern terminus on the Virginia line, at Bristol, and its lower end has two termini—one at Dalton, Georgia, and one at Chattanooga, Tennessee. It is the Ocean, above Georgia, of the immense freight that is poured into Chattanooga from the west, and its authorities and friends would be glad to turn its through freight and travel across North Carolina. Its tonnage is immense and constantly increasing. This road will have a monopoly of the carrying trade until we can intercept or tap it, and as has been stated, it is its interest to turn its through business across North Carolina. The city of Cincinnati is building and expects to complete in eighteen months, a road direct to Chattanooga, and by this very important freight poured down to the latter city will probably be more than doubled.

The Knoxville & Kentucky road extends from Knoxville towards Kentucky, now terminating near Caryville, in the midst of the finest section in Tennessee, which is being rapidly developed. The present terminus of this road is only twenty-five miles from the line of the Cincinnati Southern, and when the Knoxville & Kentucky road is finished, the distance from Cincinnati to Knoxville will thus be 269 miles. From Knoxville to Morristown is 42 miles; from Morristown to the North Carolina line 44 miles; from the State line to Asheville, by way of Chattanooga, 109 miles, making it 92 miles nearly by Asheville, and the shortest route to Richmond, and Norfolk, and to our own ports, (which we should ever keep in mind as the paramount object,) will be our line by way of Asheville.

In the beginning of our general system of internal improvements in 1838, our wisest statesmen, such as John M. Morehead, Romulus M. Saunders, Calvin Graves, Samuel F. Patterson, and others, looked not merely to the trade of the Mississippi Valley, but to the immense region beyond. In 1852 it began to be regarded as more than probable that great lines of railroad would be constructed to the Pacific Ocean, and it was then demonstrated that the shortest route from California to the Atlantic Ocean was across North Carolina. It should be our chief object to stretch our lines so as to reach the Mississippi Valley. Once in communication with that valley the natural current of trade will assert itself, and will result in great and constantly increasing benefits to our state.

EDUCATION.

The receipts and disbursements of the Common School moneys appear small on the books of the Public Treasurer and the Auditor, because only a few small sources of revenue to the school fund are paid directly into the Public Treasury, such as money received for entries of vacant lands upon retailers of spiritous liquors, fines and forfeitures, and income from investments.

The present school law provides, that all State and County capitation taxes which shall be levied and collected for school purposes under the Constitution, shall be paid to the County Treasurers of the counties respectively in which the same is collected, and shall constitute a revenue and fund for the support of public schools in said counties.

It is unnecessary, with the light and knowledge before us in our advanced civilization, to offer any reason or argument to show the great necessity and importance of a general diffusion of knowledge among the people. All nature and experience abundantly prove the use and benefit of education.

It brightens and improves our intellectual faculties, and greatly promotes our social enjoyments. Without education mankind would be only heathens and barbarians, and wholly unfit for the realization of the blessings of civil and religious liberty. It is the great power that raises the intellectual and moral conditions of man far above the brute creation, and teaches him his duty to himself, his country and his God. It enables the poor and unfortunate to work out their own happiness and destiny, and to prepare for the enjoyments of a blissful immortality hereafter.

It was truly said by that great British statesman, Edmund Burke, that "education is the chief defence of nations." It defends a nation within itself against vice and crime, by enlightening the minds of its citizens, and preparing them for the knowledge and the practice of the principles of virtue; and this inner, inherent strength all the better qualifies and fortifies to resist foreign aggression. It is education which has elevated the Kingdom of Prussia from a fourth class power, since the time of the great Frederick, to the controlling influence it now wields throughout Europe and the world. And those States and communities in the United States and progressive, and in which the greatest achievements in every department of human effort have been made, are those in which education has been most fostered and encouraged. Our forms of government are based on intelligence and virtue. It is said, and truly, that "the price of liberty is eternal vigilance." But how can an ignorant people appreciate liberty, which can be secured and enjoyed only by wise provisions in Constitutions and laws? And how can they be vigilant who are not informed as to the issues at stake, or as to the dangers which may threaten liberty? One of the objects which seemed to be nearest to the heart of George Washington was that of so educating the great body of the American people as to render them fit custodians of those immortal principles of Liberty and virtue which his sword and that of his compatriots had won for them. And our ancestors, in founding our State Government, and succeeding generations, in amending from time to time their fundamental law, and in their legislation on the subject, have shown that the education of the masses has occupied a chief place in their thoughts.

The first act on the subject of Public or Common Schools was passed by our State Legislature in 1825. The object of this act was to collect a fund, which slowly accumulated until 1836, when the State received the sum \$1,433,757, as a deposit by the general government. This sum was invested, interest accumulated, and our Common School system was put in operation in 1840. For twenty years, to 1860, the system increased in usefulness and conferred great good on the masses of our people, inasmuch that they became attached to it, and the system was regarded as permanently established in the State. Unfortunately, however, with our other losses, which were great in many respects, the war which commenced in 1861 occasioned the loss of nearly all our school fund. This loss, it would seem, was unavoidable, and was a part of the misfortunes of the times. But our people, not daunted by these reverses, but still cherishing as in former years, their devotion to the cause of education, bestowed on their representatives in the General Assembly ample powers on this subject in the present Constitution.

And at this time but two impediments appear to a vigorous system of Common Schools: First, our comparative poverty as a people; and secondly, the so-called Civil Rights bill. The first impediment or difficulty could be surmounted, for out of their little, our people would consider it sound economy as well as commendable philanthropy, to spare something for General education, and our Common School system would rise slowly but surely, as it did from 1840 to 1860, into great and increasing usefulness. But a law passed by Congress requiring the two races to be mixed in the public schools of this State, would, in all probability, result in closing these schools in North Carolina. Indeed the mere pendency of such a law before Congress, with the prospect of its passage, would go very far to depress, if not to destroy the Common Schools of this State. I indulge in no comments upon the Civil Rights bill but simply give expression to the views and feelings of the great body of our people. Our State Constitution makes no discrimination against the colored race. There is no law in this State forbidding colored children from attending any of our public schools. By general consent, and by the erection of separate school houses for the two races, they have been wisely separated from each other, and our people would regard any change in this respect as injurious to both races, and as calculated to sap the foundation of the Public Schools.

I commend the whole subject of education, gentlemen, to your consideration. There is no other subject likely to engage your attention which surpasses it in importance; and I trust that in this department of legislative labor, as in others, your action may be such as to benefit the people and redound to the general welfare.

The amendment to our State Constitution providing for a re-organization of the University, which was passed by the necessary constitutional majority by the General Assembly, at its session of 1872-73, was ratified by a large majority of the voters on the first Thursday of August, 1873, according to the forms and requirements of law, and it is therefore, in my opinion, a part of the Constitution of the State.

Under the provision of the Constitution, as to provide for the election of Trustees of the University, the Legislature at its session of 1873-74, elected by joint vote of the two Houses, 64 Trustees of the University. As some doubt seemed to be entertained as to the constitutional right of the General Assembly to elect the Trustees, under the provision which gave the General Assembly power to provide for their election, the matter was carried to the Supreme Court, which is the case of the Trustees of the University of North Carolina against Alexander McIver, Superintendent of Public Instruction. The case was before the Supreme Court for decision at its last term, and was continued, as it was understood, by reason of the sickness of Chief Justice Pearson.

The case involved two questions: first, whether the Amendment in relation to the University had been so passed and ratified as to become a part of the Constitution; second, whether the Legislature had properly provided for the election of the Trustees of the University, by enacting that they should be chosen by a joint vote of the members of the General Assembly.

The more carefully the bearing as a measure of these results are estimated, the more clear it is that sound economy, as well as philanthropy and christian benevolence, fully justify all the outlays necessary to secure them.

IMMIGRATION.

It is probable that, in proportion to area and population, there are fewer persons in this State not natives than in any other State in the Union. It was hoped, at the close of the late war between the States, that immigration, bringing with it wealth, intelligence and killed labor, would be one of the means by which our prosperity would be materially increased; but this hope has not been realized. The number of those from other countries and States who have come to reside permanently among us is small, and I feel constrained to state that the immediate prospect of any thing like considerable immigration to the State is by no means flattering. It would serve no good purpose at present to dilate upon the causes that have diverted the tide of immigration to other regions, leaving so little of that tide to find its way into our State. States and communities grow slowly, and live a long time. We must be patient and hopeful in this respect, as in others. The day will come when the unbounded resources of North Carolina will be more fully developed; when her great staples of cotton and tobacco will be manufactured in large measure here at home, when her comparatively hidden but vast mineral resources will be brought to light and utilized; when her forests of timber and her water power will be rendered available for wealth and prosperity; when her rivers will be made navigable as far as practicable, for her coastwise and sea-going ships; when her Railroads, penetrating the Blue Ridge, shall bring to our maris the productions of the Mississippi Valley; when school houses and churches shall exist in every neighborhood, sending out their light and their truth among the people of North Carolina, the land of the virtuous,

enlightened, self-governing people, shall shine with steady and ever-increasing light in the galaxy of States. To this end, gentlemen, though it may be distant, let us all labor. Let us do our duty in our day and time, transmitting it to posterity as a sacred duty to do all that may be done to build up and improve our beloved State.

We are not so much in want of immigrants as to desire that the vicious, the refuse of jails and penitentiaries, or the scum of Europe or of other States or countries, should settle among us. We wish that our moral condition shall improve with our material progress. Every immigrant of industrious habits and good moral character, who comes to settle among us, will be welcomed by our people. And while on this subject, permit me to express my gratification that emigration from the State has well nigh ceased. Our people are becoming more and more satisfied with their condition, especially when they contrast it with the peculiarities and the hardships which are to be encountered in other communities; and the result is a pause in the tide of emigration from North Carolina, which I sincerely hope is permanent.

I commend the whole subject, gentlemen, to your attention. It remains for you to decide whether any further steps shall be taken, and, if so what steps, to induce immigrants to settle among us.

DEAF AND DUMB AND THE BLIND.

I commend to your care the North Carolina Institution for the Deaf and Dumb, and the Blind. The interesting reports of the Principal and the President of Boards of Directors, will show the general condition and management of this Institution for the year ending November last. The number of pupils for 1873 was 215, and the number for 1874 was 215.

This noble charity of the State, preferred and is conferring countless benefits and blessings upon those unfortunate classes of the human race, who have been deprived of sight, or speech and hearing. It enlightens their minds and prepares for usefulness and happiness, and yet they can appreciate and enjoy it. It has already furnished abundant evidence of the valuable results accomplished, in giving to the cheerfulness, and high-toned moral character to the unfortunate class who enjoy no other benefits. Their great calamity is yet much relieved, their own happiness and welfare being promoted, the friends who nearly share their misfortunes are comforted and gladdened, and they who must otherwise be a life-long burden on the private or public charity of the State, come prepared to take their places as self-sustaining, respectable useful citizens.

While the Directors have doubtless done the best they could in the practice of proper discretion and economy in the government of this humane and benevolent Institution, and have reduced the average cost for the support of each pupil, they are nevertheless constrained by an imperative sense of public duty to ask that an appropriation of \$45,000 be made for the support, and \$5,000 in addition for the repairs of buildings and fences, and the purchase of furniture.

A large and commodious building has been completed for the colored deaf and dumb, and was occupied in July last. It is suitably arranged for the convenience of a large number of pupils. It is said that North Carolina is the only State in the Union that has a suitable building for the support of colored pupils, and that appropriations for the support of her colored deaf and dumb are less than those of any other State.

I respectfully invite you to send the elaborate and instructive manual of the State Asylum of North Carolina, which contains valuable and interesting information in relation to the institution in relation to the education of those who have received instruction. The act for its passage by the General Assembly.

[CONCLUDED.]