...ture at indemnity and penury—the wasted millions ... region is drenched and bright minded enterprizes. For ... not capital, and means of improvement, remains ... all our resources, and denies their gratuities to the ... enjoyments of our advantages, and you will find that ... by into the materials of a great and wealthy State.—... Our valley counties are unsurpassable, the proud pine ... districts.—The north battles with the obstacles nature ... of rich ores and minerals, and our population cramped ... vented by indolency, poverty and economy. But struggle ... is created there, the attendants to emigration are ... almost irresistible.

Most of our sister States are engaged in magnificent ... schemes of improvement, offering high wages to the ... mechanic and laborer, whilst the *South-West* invites ... the Farmer with her fertile pandora. Have we, then, ... any hope, any alternative but in a continued and vigorous ... exertion of general improvement? We must ameliorate the condition of our people, and we must stimulate their home enterprizes or be content to live with their wealth our better population. The system of improvements adopted by our last Legislature has given employment to many, and a show of activity and business producing a most happy tendency. I believe it is only necessary to push forward those works and to originate others equally and obviously necessary to change the whole face of affairs, and give a new character to the State.

In April of last year, the Wilmington and Raleigh Rail Road Company applied, agreeably to law, for the subscription of the State of $2.5 of its capital. This subscription was made by the Board of Internal Improvements and the first instalment was paid. Since that period two other instalments, the last in the past month of October, have been claimed and paid, making the total sum of four hundred and fifty thousand dollars, paid by the State and on the part of individual subscription five hundred and sixty-six thousand five hundred and eighty-seven dollars and fifty cents. I will here take occasion to remark, that by the law as it now stands, it will be difficult for the company, without acting with great harshness towards some of their individual subscribers, to claim the fourth instalment from the State. The law requires that individual subscribers shall first pay their instalments of 25 per cent before the Company can claim the same instalment from the State. As a matter of caution, to prevent the use of the State's funds without a faithful payment on the part of individuals, the rule might well be applied to one or even to two instalments, but it would seem to be more just that the payments should be made "pari passu."—The Company, however, have collected 75 per cent. of the stock. The collection of the last instalment from individual subscribers, must necessarily be attended with increased difficulty; and if even one share remains unpaid, the Company cannot claim that instalment of the State, which may embarrass the Company and check the progress of the work. Many cases may arise where it would be unjust and exceedingly unpleasant to enforce payments from individuals who had faithfully paid up 75 per cent. either by a sacrifice of the stock or of other property, and the Company will certainly be driven to this alternative, which I am persuaded was neither the wish nor the intention of the State, without further legislative action. I would recommend therefore, as an act of justice, the passage of a Resolution instructing the Board of Internal Improvements to pay over forthwith to the company, the fourth instalment out of any funds in their hands.

In patronising this work, it was presumed that the General Assembly intended to be governed by principles of justice and liberality: And it is upon these principles that the Board of Internal Improvements have regulated their intercourse with the company. The work has been prosecuted with untiring vigor. Ninety miles of the road are now in use and continued by stages and steam boats of the best description, so as to afford an admirable route of travelling from the Roanoke to Charleston. The remainder of the road is under contract and will be completed next year.

The other roads which were projected, and for which the General Assembly consented to subscribe a like proportion of the capital, have made no application for the State's subscription. The reason has never been communicated to the Board of Internal Improvements, nor to the Executive. It may be found, however, I presume, in the inability of the companies to fill up the subscriptions to the required amount, although to quite a considerable subscription was made. To the other, perhaps nothing.

Doubtless the citizens on the route of the Cape Fear and Yadkin Road, and those interested in its accomplishment, strained every nerve to bring about so desirable a consummation, and though not successfully, still the merits of the route are not impaired, and the interest of the State, and particularly of its Western section, demand, imperiously, its completion, to connect that rich and valuable interior with a market, and a sea port within our own State. At my particular request, Major McNeill, the chief engineer, who surveyed the routes of the Cape Fear and Yadkin Road, favored me with a sight of his report, which proved not only the practicability of constructing the road, but at a cost which can be remunerated to the proprietors. I would, therefore, recommend a renewal of the charter, empowering the Board of Internal Improvements to subscribe on the part of the State, for three-fifths, or even if necessary, three-fourths of the stock, so as to insure the accomplishment of the work. Nay—so important do I consider it, that I had said for all the stock, if necessary, but for the paramount necessity of associating with the State, interested and judicious citizens to superintend the details, and attend to the execution of the work, which is certainly within the means of the State, probably without the necessity of borrowing. Should the Bank to which I have referred, be put in operation, and make to this road the subscription of half a million dollars, and should the fourth instalment of the surplus be received in January next, which is probable, as the law directing the distribution has not been repealed, amounting to $477,919 13 cents, with the proceeds of the sales of the Cherokee lands, say $330,000 being appropriated to this purpose, with what individual subscription may be obtained, the funds would be provided. It appears to me as a matter of right and justice, to give the proceeds of the Cherokee land sales to opening a communication to that section of the State whence they have been derived.

There another scheme of no less importance in which I had almost said the salvation of the State requires that she should promptly and vigorously engage. On our west an effort is making by South Carolina to cross our State by a rail way, to secure to Charleston the produce of that fertile region, whilst the establishment of her South Western Bank—with a Branch in our limits, not only insures the success of the first enterprize, but by superceding the circulation of our Banks, destroys our currency and controls our credit system. The language of the friends of this Twelve Million Bank, is that it will be to the South-Western States in currency and exchanges, what the Bank of the United States was to the Union. Should South Carolina succeed in carrying out her views as to the currency, and as to a South-Western Confederacy (or league) our fears cannot be bounded by mere pecuniary loss. We should be driven to trade with Charleston, and to cherish sectional feelings until our attachments to the Union itself would become impaired. We cannot serve two masters with equal fidelity and attachment. Should no counteracting measures be adopted on our part, I should fear that she would succeed both in directing our trade and superseding our currency.

The Bank I have proposed would remove the latter apprehension, and to remedy the former, I would respectfully propose the construction of a Rail Road from the head of the water in the Cape Fear River, commencing in Bladen county, running west and flanking South Carolina as near as possible, passing through Robeson, Richmond, Anson, Mecklenburg, Lincoln, and into Rutherford, and if experience justifies it, farther still, into Tennessee, and to the shores of the Mississippi.

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. The trade on this road, I have no doubt, would be considerable. Persons on the Louisville, Cumberland and Yadkin road, turned North, would unquestionably take that route, avoiding thereby five hundred miles of travel, and a sea voyage. The country from the Cape Fear to Rocky River, in Randolph county, in the Piedmont region eighty miles or nearly either, presents the best facilities for a Rail Road of any in the States. Its surface is level, and abounds in timber of the first quality—there is but one stream to cross—*Deep river*—and that of no magnitude, in the route.

This road would be of immense importance to Wilmington as the Cape Fear, already one of the best markets in the world for lumber, and for furnishing cargoes of naval stores, adapted to the West India markets.—The return cargoes of West India produce, redundant for the hitherto demand, would furnish supplies to the interior on the best terms.

The Cape Fear River is navigable for any size crafts to the point selected as the starting point of the Rail Road, and below Wilmington as far as the outlets to the Ocean, has been and is now greatly improving under the operations of the United States. Its depth, breadth and steerage have all been increased, and it now affords full thirteen feet of water on its worst shoal, which is progressively deepening. The new inlet bar, it is confidently believed from observations upon it, is capable of being readily and permanently improved, and as this comes within the acknowledged province of the Federal Government, it is hoped she will take speedy and effectual measures for the accomplishment of so important a work to a State that has asked and received so little at her hands.

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, and for this reason has been driven to trade with Virginia by the use of her rail and other roads, and of one of the most inconveniently located canals possible. The small vessels which navigate the water courses of this section of country, are compelled to seek an outlet at Ocracoke, some 100 to 200 miles South, when their destination generally is North.

Col. Kearney, United States Engineer, who has recently had charge of a survey of that county, reports that Ocracoke inlet is closing, and expresses a belief that ere long it will close entirely. In which event, vessels will be compelled to seek an outlet still farther South; through the sound at Beaufort. This, of course, will throw our trade to a still greater extent into the markets of Virginia. Can we submit to this?

This section is composed of lands of the highest natural fertility, but it is so level, that to render it fit for cultivation, it requires the most expensive ditching and canaling. This defect, in a country where land so much abounds and capital is so limited, has been the cause of its neglect.

The difficulty of the navigation of the Sound and of the outlet to the Ocean is, no doubt, a superadded cause, but, remove 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 mark. It has often been surveyed by very distinguished engineers, and for the practicability of opening it, I beg to refer to their reports. The very circumstance of its having been so often surveyed, and so often alluded to as the subject of improvement, proves the value and the practicability of the enterprize. It is difficult to explain why it has not before been undertaken. The reason may perhaps be found in its magnitude as a State work, and to the impression that it should and would be executed by the General Government, as coming properly within the class of works belonging to it. It is now too essential to us to be longer delayed, and must be accomplished by some power.

Nagshead is greatly more eligibly situated for an outlet, if Croaton Sound was closed, than was the New Inlet on the Cape Fear, which was opened within the recollection of persons now living, and has already 14 feet water and gradually improving.

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 time of a storm washed over the beach and cut out the new Inlet. The Croaton Sound intercepts the water and draws it away before reaching Nagshead. Closing that sound, it appears to me, would *force* the water on Nagshead in such a body and power, and with some slight assistance by cutting the strip of beach to give it a passage in the first instance, as would make the outlet.

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 to 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 enterprize, 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, is not an inlet or harbour for vessels, driven on the coast by stress of weather; under such circumstances a full sailer 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 carcase, 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? Shall we not rather play back upon them their own game? The rail road, from the head of tide water on the Cape Fear, flanking South Carolina, may remedy our humiliating position in the one instance, and the opening an inlet at Nagshead, in the other.

Some 1200 vessels now cross the Ocracoke bar annually; and produce, of the value of one million of dollars, passes the canal, besides immense quantities in other directions, to the Virginia markets. Not only all this trade, embracing the whole of that in the Albemarle country, but a large amount from several counties of Virginia lying on the tributaries of our water courses, would seek an outlet through our state by the opening of Nagshead, and go to build up a market in its neighborhood, equal, if not superior, to any in Virginia.

A survey and estimate of a ship channel from the Neuse to Beaufort, would afford the necessary information both of the practicability and cost of a work to relieve the 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 canals will therefore become necessary, at which to locate our home markets, and to these all our route 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, styling 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 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 succeeded 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 lay 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 Road, 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, consists 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 merchandise 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 circulation of the currency authorised 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 various wants of 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 authorised by this State to supply it.

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 3½ 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 seems 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, remedy 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 illustrations so practical and so decided, fails to convince, and to induce immediate and efficient action, argument is in vain—the cause is lost—the State is doomed—and the hopes of our patriotic 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 entrusted 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 the work. The result will also be communicated in season. A considerable fund has been set apart for this purpose.—In bank stock, $1,020,730; 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; $61,614 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 lands, licenses to retailers of spirituous liquors, and to auctioneers; and the swamp 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 a commencement of a system, which indeed is all that is at present required or practicable.

The state is utterly deficient in statistics from which to draw accurate information, not only upon this, but upon all other subjects. I am very certain, however, that teachers could not be procured for any extensive system; and as a deficiency of this class of useful individuals is a matter of complaint and regret in the oldest and best educated States in the Union, we could not draw from thence if desirable. We should adopt, in the first place, some plan to remedy this evil. Two modes have presented themselves—either the establishment of a school in some central position for the education of teachers, or an arrangement with the University, by which such youths should be instructed free of charge, as would agree to devote themselves as school masters to the state for a term of years. The employment of a permanent commissioner to superintend this branch of the service, will probably be necessary. He may be employed for the present in obtaining all the information in the State and elsewhere, necessary to proceeding with skill and effect.

The Constitution has given to the Executive the high prerogative of exercising clemency, which it is his duty to do according to this best of his judgment. To render this duty more valuable to the community, he should be placed in possession of full and accurate information of the offence and punishment, which is not now the case; such information is brought to his notice by petition and representation, drawn by partial or prejudiced hands, and I have reason to believe, frequently destitute of truth. To refuse the consideration of such, however, on that ground, and suffer a human creature to expiate his crime with his life, when a possibility of innocence existed, would be unjust to the power with which he has been entrusted, and painful to him. To remedy this uncertainty, a report of all the state prosecutions by the presiding magistrate, of all cases of conviction under the seal of the clerks, should be made to the Executive immediately on the adjournment of Court, and before the execution of the sentence, from which source valuable information could be derived, in which the state is deficient on all matters.

The communication of the Hon. R. M. Saunders, a Judge of the Superior Courts of Law and Equity, herewith submitted, marked E., presents another defect in the law, to which I beg leave to draw your attention.

Soon after the close of the last Session, in obedience to an act for that purpose, Gen. S. F. Patterson was commissioned to redeem $300,000, the stock of the State issued in 1835, which duty he performed agreeable to law, and the bonds have been handed to the Public Treasurer. On observing that Congress had appropriated thirty thousand dollars to pay the claims of this State for military expenditures during the last war. I commissioned Wm. H. Haywood, jr., Esq., to make the settlement. I am happy to inform you, that he succeeded in doing so, and received the amount appropriated, in discharge of the claims. The money has been paid to the Public Treasurer. His report will be made at an early day.

In obedience to an act of the last Session, directing the appointment of a Surveyor and Commissioners to superintend the surveying and selling the recently acquired lands from the Cherokee Indians, the appointments have been made, and the duties incidental thereto, performed.

The report of the Commissioners of Sale will be communicated at an early period.

Commissioners were also appointed to superintend the transcribing and printing the Revised Statutes, which duty has been performed, copies delivered agreeable to law, and the remaining number placed in the hands of Messrs. Turner & Hughes, of this place, for sale for the state.

A set of weights under an act of Congress has been received from the Secretary of the Treasury as a standard by which to regulate those in use in our State, which will require Legislative action. The importance of co-operative uniformity in all matters relative to commerce, trade, and intercourse of the different members of the Union, is too obviously necessary to need further comment at my hands, than has been bestowed on the currency and exchanges.

A compilation of military tactics, has been received from the Major General in-Chief, for the purpose of rendering the exercises of the Militia uniform, which will require your attention.

Six pieces of field artillery, complete, and five hundred and ninety seven muskets, the quota of 1837 inclusive, to which the State is entitled from the United States, have been received and ordered to be stored in Wilmington until disposition should be made of them by some action on your part.

The quota of 1838, of muskets, the ordnance department has requested to be informed if the State was desirous of converting, in part, or the whole, into any other species of arms. The communication is herewith submitted, marked F.

The Executive is unable to advise on this subject, except the number of arms ordered to be distributed by the last session. He has received no return of arms or men. The law gives the Adjutant General the option of making his return to the General Assembly or the Commander-in-Chief, and I believe it has been the custom to make the return of the militia, arms, accoutrements and mag-

...states, directly to your body, which will put you in possession of all the necessary information to enable you to dispose of the subject.

Three instalments of the surplus revenue received from the United States during the year by the Public Treasurer, amounting to $453,757 39 cents, which has been disposed of agreeably to the appropriations of the last session, namely, $300,000 in the redemption of the State stock—$200,000 subscribed in the stock of the Bank of Cape Fear—$200,000 carried to the credit of the Literary Fund, applicable to the sales of the swamp lands—$100,000 placed in the Public Treasury, and the balance, $353,757 39 cents carried to the credit of the Board of Internal Improvement, for certain purposes agreeably to the resolutions.

The general state of finances will be submitted to you by the officers in charge of that department. I will take the occasion to suggest whether reports from all the institutions of the State, in which the State has a pecuniary interest, should not be made to the Executive, previous to the meeting of the General Assembly, to enable him to take a general view of their situations, and give to the General Assembly a condensed statement of the same.

Great reliance has been placed on limited copartnerships, for bringing into action a considerable amount of capital. Without having given the subject much reflection, but believing such connections could not possibly do injury, I deem it worthy of being submitted to your consideration.

At the request of the States mentioned, I have the honor of submitting communications from them to your body. From Vermont on abolition of slavery: New Hampshire relative to the surplus: Connecticut on Executive Patronage; Georgia relative to the abduction of a slave by citizens of Maine; Kentucky on the currency; Louisiana relative to a Southern Convention to adopt measures against the machinations of Northern fanatics; Alabama, Ohio and Rhode Island for and against the annexation of Texas; and from Maine, Mississippi, Massachusetts, Maryland and Vermont on granting the privilege of franking to the State officers; and from Missouri resolutions approbating the conduct of the Hon. Thomas H. Benton on the expunging resolution in the Senate of the United States; all of which are in packet A.

The resignations of Justices of the Peace you will find in packet G.

In conclusion, gentlemen, permit me to assure you of my ready co-operation in all matters for the comfort, improvement and happiness of the citizens of the State.

I have the honor to be, gentlemen, with the highest consideration, your obedient servant,

EDWARD B. DUDLEY.

Executive Department, Nov. 21, 1838.

PRESIDENT'S MESSAGE.

Fellow-Citizens of the Senate and House of Representatives:

I congratulate you on the favorable circumstances in the condition of our country, under which you re-assemble for the performance of your official duties. Though the anticipations of an abundant harvest every where have not been realized, yet on the whole, the labors of the husbandman are rewarded with a bountiful return; industry prospers in its various channels of business and enterprise; general health prevails again through our vast diversity of climate; nothing threatens from abroad, the continuance of external peace; nor has any thing at home impaired the strength of those fraternal and domestic ties which constitute the only guaranty to the success and permanency of our happy Union, and which formed in the hour of peril, have hitherto been honorably sustained through every vicissitude in our national affairs. These blessings, which evince the care and the beneficence of Providence, call for our devout and fervent gratitude.

We have not less reason to be grateful for other bounties bestowed by the same munificent hand, and more exclusively our own.

The present year closes the first half century of our federal institutions; and our system—differing from all others in the acknowledged, practical and unlimited operation which it has for so long a period given to the sovereignty of the people, has now been fully tested by experience.

The constitution devised by our forefathers as the frame work and bond of that system, then untried, has become a settled form of government—not only preserving and protecting the great principles upon which it was formed, but wonderfully promoting individual happiness and private interests. Though subject to change and entire revocation, whenever deemed inadequate to all these purposes, yet such is the wisdom of its construction, and so stable has been the public sentiment, that it remains unaltered, except in matters of detail, comparatively unimportant. It has proved amply sufficient for the various emergencies incident to our condition as a nation. A formidable foreign war; agitating collisions between domestic, and in some respects, rival sovereignties; temptations to interfere in the intestine commotions of neighboring countries; the dangerous influences that arise in periods of excessive prosperity; and the anti-republican tendencies of associated wealth—these, with other trials not less formidable, have all been encountered, and thus far successfully resisted.

It was reserved for the American Union to test the advantages of a Government entirely dependant on the continual exercise of the popular will; and our experience has shown that it is as beneficent in practice as it is just in theory. Each successive change made in our local institutions has contributed to extend the right of suffrage, has increased the direct influence of the mass of the community, give greater freedom to individual exertion and restricted more and more, the powers of government; yet the intelligence, prudence and patriotism of the people have kept pace with this augmented responsibility. In no country has education been so widely diffused. Domestic peace has no where so largely reigned. The close bonds of social intercourse have in no instance prevailed with such harmony over a space so vast. All forms of religion have united, for the first time, in diffuse charity and piety, because, for the first time in the history of nations, all have been totally untrammelled, and absolutely free. The deepest recesses of the wilderness have been penetrated; yet, instead of the rudeness in the social condition consequent upon such adventures elsewhere, numerous communities have sprung up already unrivalled in prosperity, general intelligence, internal tranquility, and the wisdom of their political institutions. Internal Improvement, the fruit of individual enterprise, fostered by the protection of the States, has added new links to the confederation, and fresh