[illegible] the powers of a single horse will [illegible] sufficient to reach some depot on the main [illegible] Also is occasioning, what every farmer in the [illegible] will know the value of—a smaller portion [illegible] on the accomplishment of the object. For [illegible] to be remembered, the great advantage of rail [illegible] over all other means of conveyance, is the [illegible] of time, the annihilation of space. Time [illegible] money, and the attainment of greater speed and [illegible] amounts, in effect, to a reduction of ex[illegible]. The advantages of a more speedy convey[illegible], are of a greater value than the whole charges [illegible] transportation, and those advantages can never [illegible] fully realized, as by the use of rail ways.—[illegible] are a few of the rich advantages which are [illegible] extended to so great a portion of the people [illegible] State, by means of the proposed route. This [illegible] is first to be brought to Fayetteville, whose [illegible] will increase, as calls may be had for its [illegible]. Where prices may be now consid[illegible] low, they will rise by demand and competition [illegible] highest rates. It is then to descend to Wil[illegible] by means of Steam Boats, whose num[illegible] will also multiply as has been the case on the [illegible] and Mississippi. From thence it finds its [illegible] to foreign markets, through Cape Fear Inlet, [illegible], if not the best, has its advantages. The [illegible] annexed, show the tonnage employed in the [illegible] trade, entered and cleared at Wilmington [illegible] October, 1836, to October, 1837; also, the [illegible] employed in the foreign trade of the ports [illegible], Petersburg, and Richmond, for the [illegible] time, as taken from the Report of the Secre[illegible] of the Treasury.

From these tables it appears, that in the year [illegible]7, the tonnage entered and cleared in the for[illegible] trade from Wilmington exceeded that of Nor[illegible] 6364 tons, and exceeded both the ports of Rich[illegible]nd and Petersburg together 17,694 tons. We [illegible] informed, on high authority, that the coasting [illegible]de of Wilmington employs a greater tonnage [illegible] her foreign trade. We have not the means [illegible] ascertaining its actual amount, as it is not re[illegible]ed. If this be true, and we believe it to be so, [illegible] only on the high authority from which we re[illegible]ed it, but because we know the maritime trade [illegible] North Carolina, is principally a coasting-trade—[illegible]ould follow, that the tonnage employed in the [illegible]de of the port of Wilmington is greater than the [illegible]st ports of Virginia, Norfolk, Richmond, and [illegible]ersburg.

The Port of Wilmington possesses two advan[illegible]es over most of the other ports in the United [illegible]tes, which cannot fail to be highly estimated.—*It is a fresh water* port, and vessels are exempt [illegible] the destruction to their bottoms (unless cop[illegible]ed) occasioned by the salt water worms. 2. It [illegible]ishes the most miscellaneous cargo of domestic [illegible]ducts of any port in the Union. All kinds of [illegible]read stuffs, rice included; naval stores of every [illegible] and of the best quality; lumber, the very best [illegible] the world; staves and heading; cotton, whis[illegible]y, &c., &c., &c. So that vessels can supply [illegible]selves with a cargo from that port, that can[illegible] fail to suit some market and make a profitable [illegible]age. Again—that steamboats have been ply[illegible] on the Cape Fear as high as Fayetteville for [illegible] last 20 years; and we are assured that no se[illegible]us accident has ever occurred during the time. [illegible] other rivers in the South, its navigation is sus[illegible]ded in the Summer months; and so is the great [illegible]. We learn that the navigation of the Ohio, [illegible] ice and drought, is suspended, on an average, [illegible] months in the year; whilst that of the Cape [illegible]ear is suspended not more than four and a half [illegible]nths, and that at a season when the crop is not [illegible]dy for market. Such are the advantages of the [illegible]pe Fear Inlet, under circumstances as they now [illegible]st.

We have said the policy of beilding this Rail [illegible]ad has been sanctioned by the Legislature and [illegible] people. We have only to advert to the fact of [illegible] incorporation of the company and a subscription [illegible] two-fifths, under the authority of a law of your last [illegible]sion. Has a single member been ousted of his [illegible]ce in consequence of the vote thus given? As [illegible] as we know, or have reason to believe, not one. But we are here met with objection, the plan [illegible]posed changes the subscription by the State, [illegible] two-fifths to that of four-fifths: why this [illegible]ange? The answer is to be found in the fact, [illegible]at unless it is made the road cannot succeed.—[illegible] survey and estimate have been made, under the [illegible]rection of the most experienced Engineer in the [illegible]ited States—a North Carolinian, feeling for his [illegible]tive State all the ardor and zeal of a most devo[illegible]d son—from which it appears, to construct the [illegible]ad in the best possible mode and in the way which [illegible]ets his sanction, would cost *two millions* of dol[illegible]rs. To raise two-fifths of this sum, by means of [illegible]ivate subscription, has been found impracticable. [illegible]t should the subscription of the State be changed, [illegible] proposed, we are well assured the amount will [illegible] most certainly taken by individuals. This is [illegible]commended not only from the magnitude of the [illegible]ork, its accommodation for such a large portion [illegible] the State, but from the further fact, it is to con[illegible]stitute one of the connected links, the great trunk [illegible] which others are hereafter to share. These with [illegible] Convention were held conclusive facts and rea[illegible]ns to justify the change.

3. The incorporation of a Company for the ope[illegible]ng of an Inlet at the foot of Albemarle Sound, [illegible]ar Nagshead, and a subscription by the State of [illegible]ree-fifths of its capital stock.—This work was [illegible]amed by the convention of the highest importance [illegible]om the fact of so many of the counties in the [illegible]orth East part of the State being directly inter[illegible]ted in its success; from the quantity and quality [illegible] the produce which which would find a market [illegible]rough it; and from this fact it has been long press[illegible] upon the notice both of the National and State [illegible]egislatures. Albemarle Sound runs in a direction [illegible]st from the conflux of its head waters, the dis[illegible]ce of some eighty miles, and at its eastern ex[illegible]mity is separated from the ocean by a narrow [illegible]rip of sand bank, some hundred yards in width. [illegible] navigable within four or five miles of the ocean, [illegible]here its waters separate into the Roanoke and [illegible]ertson Sounds, and change its direction nearly [illegible]. Roanoke Island is between them. These [illegible]o Sounds unite again, and some twenty-five miles [illegible]om the point where the current of the Albemarle [illegible]anges from an East to nearly a South course, [illegible]ey enter the Pamlico Sound. From the North[illegible]eastern extremity of the Pamlico is, fifty miles [illegible]ment, the Ocracoke Inlet, the only navigable one [illegible] vessels suited to the coasting trade. It is pro[illegible]sed to throw a dam or other construction across [illegible] Croatan Sound, and thus force the waters of [illegible] Albemarle to break their passage through the [illegible]nk at its foot into the Atlantic Ocean. It is es[illegible]timated by intelligent seamen accustomed to the [illegible]avigation of this coast, that through the proposed [illegible]let, double the number of voyages may be made [illegible] are now through that at Ocracoke. It has been [illegible]stimated by a member of the Convention, that the [illegible] 12 counties in North Carolina, nearly all the pro[illegible]duce of which seeks its market through the Albe[illegible]marle, export not less than from four to six millions [illegible] dollars annually. This produce consists of corn, [illegible]otton, wheat, fish, peas, and an immense amount [illegible] naval stores and lumber. These articles are [illegible]rly all of such bulk as to forbid a deposite be[illegible]

[illegible] an advance of its being received from the shores and rivers of the producers and carried at once to the ocean for its final destination. To the fishing interest the success of the work is of peculiar importance, as the annual tribute from abroad for this article alone is estimated by gentlemen from that section of the State at $303,000. This work has also been examined and estimates made, under the authority of an Engineer of the State and of the United States. They differ greatly as to the cost, which may be owing to the material and the manner of constructing the work. But, however, uncertain this may be, the people in that section of the State, it is said, are willing to risk their own capital in its success, and think a subscription not exceeding 500,000 dollars by the State, would render it certain. If so, the Convention was of opinion it should be granted.

4. The payment by the State of the balance, 150,000 dollars, of its subscription to the Wilmington and Raleigh Rail Road, ought at once to be made. The Convention came to this opinion as an act of justice to the very liberal and spirited exertions of the private subscribers, in having risked so much on their part for so great a public work, and from the certainty as well from the progress made, as the high profits expected, that the work must and will be finished. The prompt payment cannot injure the State, and will greatly aid a spirited portion of her citizens.

5. The survey of Neuse and Tar rivers, with the view to steam boat navigation, and if found practicable, that the Board of Internal Improvements be authorized to contract for effecting it.—These rivers are the property of the State, the charters granted for their improvements having been long since forfeited. It is proper then that the surveys should be had at the expense of the State, as due to her citizens, who will use them for their produce, as well as from the fact that one of these rivers is so directly connected with the prosperity of one of its markets, Washington, which has heretofore been sustained with so much spirit, but which has recently suffered so severely by fire; whilst the other leads to an old town, which has many claims on the liberality of the State, besides its direct connection with the great rail road in which the State has so deep an interest.

6. A survey from Raleigh, *via* Hillsborough, to Greensboro', with the view to a McAdamized Turn Pike Road, a company and a subscription of two-fifths by the State. This route is recommended from the fact that it is to take the main line of travel from the seat of Government to the Western Counties in the State; that it passes through two among the largest and most productive Counties in the State, whose people are farmers, deal principally in the necessaries of life, own their own vehicles, accustomed to their use, and without this road can share but little in the direct advantages of Internal Improvement. Besides, it is for the present to terminate at one of the most flourishing inland towns in the State, Greensboro', which has its flourishing schools, its steam mills, cotton factories, and in every way its population is both active and enterprising. A cheap and speedy mode of reaching a market, as we learn, would often enable the enterprising proprietor of her cotton factory to send the product of his establishment to the city of New York, and realize a profit of two or three cents on the pound. This profit would not operate to his advantage alone, but to that of the grower of the raw material. The proposed survey would cost but little; and the road, if McAdamized, would not likely exceed, according to the estimate of the Board of Internal Improvements, $3,000 per mile, and a part of it, possibly one-half, would be an ordinary turnpike, the cost of which would not exceed $200 to 300 per mile. The road in justice ought to belong to the State, except that experience has shown, to construct and keep up such works, calls for individual interest and attention; otherwise they constitute a continual drain on the public treasury, and end in ruin. From this line a branch might hereafter be extended, with great propriety, to some elgible point on the Dan river; and thus give to the people in that fertile region the means of reaching, if so inclined, the markets of their own State.

Such are the works as placed in the first class of the plan proposed by the Convention—such are some of the views and reasons which influenced that body in recommending them. If any one would object, that this work ought to be placed on equally favorable ground with the most favored class, he should pause, consult the means of the State, and then ask himself, "if such a plan had been adopted but five years ago, would not wishes now be gratified?" Time marches rapidly; and a few years, as we trust, will serve to bring into operation the whole scheme, and others, if their claims and advantages shall hereafter be disclosed and properly pressed.

SECOND CLASS.—These, as will be seen, contemplate a connection with the two great rail roads now in progress, as well as with the proposed road from Fayetteville to the Yadkin. The Beaufort Road, leading from the fine harbor at that place, is the most important from that fact, as another outlet will be thus opened to the ocean, and the produce of the upper country will then find additional means of being shipped to any portion of the commercial world. The inlet at Beaufort is said to be not only the best in our own State, for its depth of water, having from 22 to 24 feet on its bar, but it is not to be surpassed by any other from the Chesapeake to Pensacola. Why, then, it may be asked, was not its rail road placed in the first class? The answer, to a majority of the Convention, was plain and satisfactory. It has no produce, no capital—these must be brought from a distance. One great trunk in connecting the east and west, was deemed sufficient. A road from Beaufort to Raleigh, and thence to the west, had been authorized, and if totally failed. The Convention had no reasonable grounds to believe that it would prove more successful at present. Two connecting roads were too expensive to be undertaken at the same time by the State, and her true policy forbade it. Hence, the one from Fayetteville was selected as most likely to succeed—as required by the pressing demands of our Western citizens—as leading to markets in which capital is already employed, and as having an outlet that might answer present demands. Again, when the Western road shall reach Fayetteville, you are still on the descending line, and from thence may be carried to Beaufort. Such, it is believed, will be the quantity of produce from the upper country as will hereafter force itself to the best market. In this way, what the friends of Beaufort cannot do for themselves, will be done by others.

The Loan of three millions to be contracted by the State. It has been already shown, in estimating the funds of the State, she has upwards of two millions invested in a way, whilst they will prove productive, are not likely to be embarrassed or squandered. By the system proposed, this fund is not to be touched, but to be held as a guarantee to sustain the credit of the State in the negotiation of a loan, and a surety to her own citizens against any contingency which may arise. The maximum of the loan is three millions, and the money, when borrowed, will be mostly expended amongst ourselves, and for it the State will hold certificates of stocks which will be productive, and will in themselves constitute an additional surety against any future calls upon her own citizens. These stocks can at any time be brought into market, and thus relieve the State against any pressing embarrassment. The debt will be postponed to a future period; the works will progress; the burthen will be divided between posterity and ourselves; and in this way the estate which our children are to inherit will be improved, our own condition relieved, and means provided for them to meet the claim which has been entailed in order to its improvement. This accords with the most rigid principles of justice, prudence, foresight, and economy. The estate is fast going to decay; our people are not in a condition to make the necessary repairs and to improve it, without a resort to loans. This state of things has not been brought about from any want of frugality in our expenditures; of forbearance in contracting debts, or from any extravagance or want of system in the proper and judicious management of our domestic concerns. At no former period in the pecuniary affairs of the State, has there been less extravagance, and yet at no period has it been found more difficult to keep free from embarrassment. The evil is to be found not in any passing events, but in the want of a proper encouragement to the products of our soil, and in the fact that our most wealthy and enterprising citizens are driven to more genial climes.

If we look to our sister States, most of them will be found in the march of improvement, and their citizens contented and happy. Yet, they have resorted to loans; and experience proves so far from ending in injury to the people, they have the more rapidly advanced to wealth and prosperity. And this too, without any regard to taxes; the profits from the works having been quite sufficient to meet the interest and provide a fund for the payment of the principal. South Carolina has but recently subscribed one million to her great rail road, guaranteed the loan of two millions more, and by way of relief to her favorite city from a heavy calamity, added two millions more to her debt. But we forbear to press this matter further, as it is idle to talk of embarrassing the State by contracting a debt of three millions of dollars.—

If our forefathers, with not half of our means, limited as they are, when dissension, faction, and treason lurked in every neighborhood; when the property of the citizen was liable to seizure by the enemy and to wanton destruction by the traitor, when the assassin beleagued his path by day and threatened his repose by night; if, at such a time, and under such circumstances, that band of patriots could bear up for a period of seven years, under a debt of seventy-five millions, let us not talk of embarrassment by the sum proposed, having, as the State has, the ability to raise it without prejudice to her citizens, but whether she, in her sovereign capacity, shall engage in a system of this kind at all. And can we, at such a period as this, with all the light of experience before us, be seriously called upon to discuss such a question? Will you leave these matters to individual enterprise, when every State in the Union has undertaken the system with so much success? At the close of the memorable struggle to which we have just referred, North Carolina had her territory and her population. Her territory still remains—Mecklenburg, Moor's Creek, King's Mountain, and Guilford are landmarks which time cannot raze from the page of history. But where is her population? Where the monuments of her improvement? Her population is fast leaving her, and her monuments, we fear, are only to be found in the record of things past.

Is this state of things to continue? Or are we ever to be roused to action? It is much to be feared, if you shall separate without doing any thing, the cause of Internal Improvement will have sustained a shock from which it will be difficult to recover. The patriotic feeling which now warms and animates the citizen, will become chilled by your apathy. It is our part, in the name of a respectable portion of the people, to advise; it is for you to act. By rejecting the plan proposed, and doing nothing, you may seal the fate of Internal Improvements. By acting, you incur no risk that can, in any reasonable probability, embarrass the State. But you stay the tide of emigration, now draining the life-blood of the commonwealth; you stimulate the farmer to new exertion and improvement; you invite the capitalist to open the rich bowels of the earth and to bring forth its hidden treasury of iron, copper, and coal; you every where encourage the mechanic and the man of enterprise; you open new streams of wealth, running in different directions, in different dimensions, and at different heights—but watering, adorning, and fertilizing the fields and meadows through which their courses are led. Again, we ask, can you hesitate? We tell you the spirit for improvement is abroad in the land—that it invites you to awaken to the true interest of the State—to burst the shackles of a jealous and short-sighted policy—to rise triumphant over physical obstacles and still stronger mounds of local prejudice—and by your action, to elevate our beloved State to her proper rank as one of the political members of this great confederacy, and let her shine with a new light amid the stars of our national galaxy.

R. M. SAUNDERS, *Cha'n.*
JNO. H. BRYAN,
LOUIS D. HENRY,
HUGH McQUEEN,
JAMES ALLEN,
T. L. CLINGMAN,

December 20, 1838.

From the Wilmington Advertiser.

THE CAPE FEAR RIVER.

Why is it that a portion of mankind are apt to depreciate those things with which they are familiar? to decry those benefits which they have always enjoyed, and to invest with imaginary value the advantages of others? Many there are who forego the blessings which they might enjoy, by useless repining for what they can never attain. This feeling we fear, prevails to such an extent in North Carolina, that it might almost be termed a State characteristic. We are apt to depreciate our distinguished men, our institutions, and even our climate and our soil. Is this patriotic? Is it rational? Is not such a course calculated to produce listlessness and inaction at home, and contempt and ridicule abroad? Look at New England, and learn wisdom from her policy. With an inhospitable and rigorous climate, a barren and broken soil, she blooms and blossoms like the rose. The whole country is flooded with her productions, every sea is whitened with her sails, and her enterprising offspring may be found in the remotest portions of the globe. Her domestic institutions are fostered and her energy and moral influence are felt throughout the most distant portions of the republic.

We have been drawn into these remarks by an editorial which recently appeared in the Salisbury Watchman upon the subject of the Cape Fear River (a wet weather stream!!) Well, let us compare it with the Connecticut and the Hudson:—and what do we find? Why, that navigation is obstructed six weeks longer upon an average, year after year, in these rivers, than in the Cape Fear. The same may be said of the Alabama, the Mississippi, the Ohio, the Cumberland, the Tennessee—in fine, of *almost every river in the country.*

It is but a day or two since, that we saw a statement of the depth of water in the channel of the Ohio at Pittsburg:—and what do our readers think it was? *Four feet and a half.* Nor is this a singular instance of the want of water in that stream. It occurs year after year. And the very next news which reaches us may be that the Ohio is frozen over. But is the navigation of the father of rivers itself, always open? We will answer this question by introducing here an extract from the New Orleans Commercial Bulletin.

"We can hear from steamers, of boats on their way, between this and the mouth of the Ohio, floating down—but the lowness of the water requires great caution in the navigation.—In consequence, the progress of these arks to our city is retarded, and many are entirely stopped on their way, by running on shoals and being left by the fall of the river on naked sand bars, there to wait till a rise sweeps them off to pursue their voyage to Orleans. When we are to have another flood is hard to conjecture. Rumors of heavy showers of rain, wet falling weather, and swells in the river, are borne to us from the North by every express mail—but we have waited in vain for the happy results predicted. In spite of every favorable prognostic, the Ohio remains low, navigation impeded, and provisions and produce of all kinds scarce, and commanding high prices.

Thus we see that two of the largest streams south and south west afford at present insufficient water for the purposes of commerce—and that too, when the navigation of the Cape Fear has been unobstructed for months, to the head of boat navigation, 150 miles above its mouth. And at this very moment, while deeply loaded boats are propelled upon the waters of Cape Fear, the farmer of the North is locked up by ice, and the planter at the South west baffled by drought from carrying the results of his industry to a ready market.

Sons of North Carolina, cease your murmurings—and should a feeling of dissatisfaction sometimes steal over you, let it prompt, such action as will improve the advantages by which you are surrounded.

CAPTIONS OF THE LAWS

Enacted by the General Assembly of North Carolina—Session 1838–'39.

PUBLIC ACTS.

1. An Act concerning the election and qualification of constables in certain cases. [Amends the former law so as to authorize those counties in which the County Court shall happen on the 4th or last Monday in December, or 1st of January, to elect constables within thirty days before the term of said Court.

2. To amend an Act, passed in 1821, to incorporate the Roanoke Inlet Company. [Appoints commissioners, and extends the time within which work shall be completed ten years longer.]

3. To establish a toll bridge over the South Yadkin River, near Hall's Mill in Davie county. [Authorizes Joseph Hall to erect said bridge.]

4. To lay off and establish a county by the name of Henderson out of a portion of Buncombe county.

5. Supplemental to an Act of the present session to establish the county of Henderson. [Provides for the organization of Courts and county officers. Buncombe and Henderson both to be represented as one county until otherwise provided.]

6. Extending the time for registering grants, mesne conveyances, powers of attorney, bills of sale and deeds of gift. [Extends time to two years.

7. To compel owners of bridges to construct draws. [Upon failing to construct draws for the passage of boats, within three months after notice, owners to be subject to a fine of 50 dollars, for every three months neglected. Owners of boats may construct draws in public bridges at their own expense.

8. Appointing commissioners to lay off a public road from Burnsville, in Yancy county, to the Tennessee line. [Commissioners shall be allowed two dollars per day.

9. To amend the 39th section of the Revised Statutes, entitled an act concerning courts of justice, practice, pleas and process. [Provides that no action, other than on penal statute, shall be brought in any county court, except in the county in which defendant resides.

10. To amend an act for the relief of such persons as have been disabled by wounds, &c. [Provides for the payment of pensions during those years when the Legislature does not sit. Certificate to be countersigned by Governor.

11. To extend the time for paying in entry money. [Extends the time on entries since January, 1837, to January 15, 1841.

12. To amend and supply the defects of an act of the present session to extend the time for paying in entry money. [Provides that all enterers of land, for all money due for entries made since January, 1834, and all entries hereafter made shall have until the 15th January, 1841, to pay for the same.

13. To alter the mode of electing constables in this State, so far as relates to the county of Martin. [Vests the right to elect in the county court.

14. Compelling the jailor of Stokes county to live in the jail, and for other purposes.

15. Allowing compensation to the wardens of the poor in the county of Wayne.

16. To amend the charter of the Bank of Cape Fear. [Provides for the sale of stock of delinquent subscribers.

17. To improve a part of the State road leading from the town of Franklin, in Macon county, across the Nantahala and Valley river Mountain, to the new town site called Murphy. [Authorizes the Governor to appoint a commissioner to examine and lay off the road into sections, and makes an appropriation of $2,000 to complete the road.

18. For the relief of the Raleigh and Gaston Rail Road Company. [Guarantees the credit of the State to the company for a loan of $500,000, provided the stockholders agree to pledge their private property for the debt to the amount of stock owned by each individually.

19. Authorizing the justices of the peace in certain counties to class themselves for holding the Courts of Pleas and Quarter Sessions. [Embraces the counties of Beaufort, Rowan, Granville, Hertford, Craven, Wayne, Greene, Yancy, Davidson, Macon; the magistrates of which may form themselves into classes of 5 or 6, to be drawn in the same manner as jurors.

20. To amend an act to incorporate the Fayetteville and Western Rail Road Company. [Provides that on the subscription of two-fifths of $1,250,000 of the stock of said company by individuals, a subscription of three-fifths shall be made by the State, to be paid, one-fourth when the work shall be commenced, and one-fourth every six months thereafter, on the payment of an equal proportion of the private subscription; the money received on the bonds for Cherokee Lands, in the first place, to be applied to said payments, and secondly, that arising from the fourth instalment of the surplus, if paid over to the State; and if not paid in time, to be raised by loan or sale of State scrip, to an amount not exceeding $500,000. The act further provides for a survey of Nag's Head, with the view of ascertaining the practicability of opening an inlet at that place.

21. Changing the time of holding the County Courts of Wilkes.

22. Concerning the County Courts of Iredell.

23. To repeal the act of 1835, allowing compensation to the jurors in Yancy county.

24. Empowering the County Court of Buncombe to draw jurors for each week of the Superior Court of said county.

25. To alter the times of holding the Superior Courts for the counties of Stokes and Guilford.—[Court for Stokes to be held 2nd Monday after the 4th Monday in March and September, and continue 2 weeks at both terms in 1839; Guilford, 4th Monday after 4th Monday in March and September.

26. For the better regulation of the County Courts of Rutherford.

27. Limiting the time in which title to land heretofore entered and paid for may be perfected. [Allows until 1st January, 1841.

28. Concerning the militia of the county of Beaufort.

29. To appoint commissioners to lay off a part of the great State road from Presley Shepard's to Frederick Seaverts. [Commissioners to report to county courts of Wilkes and Ashe, which courts may order out hands to work on said road.

30. To prevent the malicious obstruction of rail roads. [Makes it felony.

31. An act to lay off and establish a county by the name of Cherokee, out of a part of Macon.

32. To amend the revenue laws of this State. [Requires county courts, on application, to value lands which may not have been valued and returned by board of valuation; makes valid acts of boards appointed subsequent to the time required by law, and where several persons are liable for tax on lands; requires court, with two freeholders, on application, to apportion valuation among such persons, and makes each person liable for his own share of tax and no more. Court may receive returns of taxables at any time before 1st of April, and may release persons from double tax. Where courts have not appointed boards, extends the time for their appointment until first court after 1st May next; and makes the assessment of the justices, where they were appointed, instead of a board, binding.

33. Making an appropriation of seventy-five thousand dollars for carrying on and completing the Capitol, and also directing the payment of $30,300 borrowed by the commissioners.

34. To give effect to the Revised Statutes, as the same have been published by the commissioners appointed for the purpose.

35. Changing the time of holding the county courts of Person to third Monday of March, June, September and December.

36. To amend an act of last session, concerning the public printing of the State. [Secretary to let out printing as heretofore, but price of printing not to exceed $4 per octavo page for laws, and $1 50 per page for Journals and printing for session.

37. To amend the inspection laws. [Appoints one inspector for each steam mill in Wilmington, and limits them to the inspection of lumber only. Regulates the fees to 30 cents for lumber and 15 for timber per 1000 feet; and places the river lumber on same footing with the steam lumber.

38. Vesting in the United States of America jurisdiction over a certain tract of land in the town of Fayetteville, on which the Arsenal is to be erected.

39. To incorporate the Weldon Rail Road Company. [For the purpose of constructing a rail road from some point on the Raleigh and Gaston road between Littleton and the Roanoke to the termination of the Portmouth road, at Weldon. Capital $200,000, in shares of 100 dollars each.

40. To authorise the laying off and establishing a turnpike road from Cove creek, in Rutherford county, to Joseph Garrias's, in Buncombe. [Incorporates a company, with a capital of $10,000, in shares of 50 dollars each, which may be organized when $8,000 shall have been subscribed.

41. To authorise the captains of 25th regiment of N. C. Militia of Jones county to muster their company once every three months.

42. Relative to children of persons divorced. [Authorises court granting divorce to place children with mother or father, as their interest may require, &c.

43. To change the time of holding the County Courts of Rowan, to 1st Monday in February, May, August and November.

44. Supplemental to an act, passed at the present session, for establishing the county of Cherokee. [Organizing courts, &c.

45. Directing officers 87th regiment of Davidson county to hold two and not more than four drill musters a year.

46. Authorising the county courts of Duplin to appoint overseers and hands to clear out Rockfish creek in said county.

47. Making compensation to jurors of Columbus county of $1 per day.

48. Appointing county trustee and treasurer of public buildings for the county of Columbus.

49. To incorporate the Hiwassee Turnpike Company. [Road from Murphy to Tennessee line, capital to be $3,000, in shares of twenty dollars each.

50. Supplemental to an act of the present session to amend an act incorporating the Fayetteville and Western Rail Road Company. [Provides for the representation of the State in proportion to her stock; for the appointment of an agent by the State to examine the Books; for the subscription of three-fifths of a less sum than $1,250,000, if the Board of Internal Improvement shall be satisfied it can be done for less; prescribes the manner of making the loan; authorises the banks to deal in the State stock or scrip; and requires the individual subscriptions to be made, and the work to be commenced in 4 years.

51. To amend the several acts heretofore passed in relation to the burning of the court house and records of Hertford county.

52. Concerning the Ranging of hogs, horses or cattle in Currituck county, in certain cases.

53. To prevent free persons from gambling with slaves. [Every white person convicted of a violation of this law, shall be fined and imprisoned at the discretion of the court—imprisonment not to exceed six months.

54. Concerning weights and measures adopted by resolution of Congress as standards throughout the U. States. [Adopts as the Standard of this State that recognized by Congress.

55. To amend the 27th section of an act concerning courts of justice, practice, pleas and process. [Authorises county courts to draw 42 jurors for the next succeeding term.

56. Authorising sheriffs and coroners to make deeds, in cases where their predecessors may have failed to do so.

57. Relating to the public road in the county of Buncombe. [Appoints commissioners to designate such alterations and amendments as may be deemed necessary, on the public road leading from Ash[illegible]