

Table with 2 columns: Terms and Price. Includes rates for weekly, semi-weekly, and daily subscriptions for one, six, and twelve months.

THE SENTINEL. SEMI-WEEKLY.

WEDNESDAY, JANUARY 2, 1867.

VOL. I.

NO. 63.

The circulation of the Sentinel makes it one of the most desirable mediums of advertising in the State.

Advertisements, occupying the space of 10 lines of minimum type or less, which we call a square, we charge as follows for insertion in the weekly:

Table with 2 columns: Term and Price. Rates for one insertion, two insertions, one month, two months, six months, and one year.

JOB WORK executed with neatness at the Sentinel Office.

Extracts from the First Report of the Public Treasurer to the Legislature of North Carolina.

The pressure on our columns has been so great as to render it impossible to publish the report of Kemp P. Battle, Esq., on the Finances of the State.

The small amount of public tax paid in, arises from the postponement by the General Assembly of the return day, from the 1st of October to 1st November, subsequently by the Convention to 1st January, 1867.

Table B exhibits the returns of the taxes under the Revenue Ordinance of the Convention. Total \$231,127.02.

Again, sundry persons have refused to answer as to their liability to taxes under said Ordinance, on the ground, that for business done, while martial law prevailed, they could not legally be taxed under authority of the State.

Table D contains a descriptive list of the bonds outstanding against the State, dated prior to May 20th, 1861, and since 1863.

Table E is a descriptive list of the bonds issued for Internal Improvement purposes during the late war, dated since May 26th, 1861, and prior to the year 1866.

Table F exhibits the year of maturity of the bonds of the State dated prior to May 20th, 1861, and since the year 1865.

Table G shows the Bonds and Treasury notes issued during the war, for general purposes, and Table H, debts not funded, of Banks and individuals.

The above mentioned bonds (except those for the Chatham Railroad Company) were issued under acts passed before the war.

Table I exhibits the year of maturity of the bonds of the State dated prior to May 20th, 1861, and since the year 1865.

used for the purpose for which they were issued, i. e. as collaterals in negotiating loans.

The Sinking Fund has to its credit in war bonds, \$2,872,500, and \$130,000 were redeemed during the war, by sale of the Steamer Adewee.

Deducting these items, aggregating \$3,502,500, we have, as far as is exhibited by the books of the Treasury, the debt of the State, contracted during the war, for general purposes, outstanding, \$15,123,750.25.

Table I gives a statement of the stocks and securities held by the State, viz. Stocks in Rail Road and Canal Companies, \$5,934,500.

Mr. Battle here gives a minute description of the character of these various securities, under what acts issued, most valuable for reference.

I have given a full statement of the liabilities of the State, and of the assets for which these liabilities mostly were created.

The stocks and bonds held by the State, amount to \$9,347,455.22. Many of which, under the revival of travel and production, will contribute to relieve the public burden.

Whether the State has sufficiently recovered from the losses of the late disastrous struggle, and the embarrassments caused by the sudden change of the labor system, to be able to enter now, in a regular payment of the interest on the public debt, remains especially within the knowledge of those who are familiar with the representative of the people, who are familiar with their condition.

Table I exhibits in detail the operations of this department, in executing the above Act.

Table E is a descriptive list of the bonds issued for Internal Improvement purposes during the late war, dated since May 26th, 1861, and prior to the year 1866.

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the principal bonds issued before the 20th. of May, 1861.

Accordingly, I advertised in newspapers in different portions of this State, Virginia, Washington, New York, Baltimore and Boston, for such exchange, fixing the day for opening bids, as late as November 1st, 1866.

Table M shows the names of the successful bidders and the premiums offered.

In compliance with the Act of Assembly, entitled "An Act to authorize the Public Treasurer to receive and invest the land scrip donated to this State, for the establishment of an Agricultural College," I commissioned Hon. D. L. Swain to proceed to Washington, and procure the issue, in that city, of the scrip, on the 8th day of August, 1866.

Under the act of Congress granting the scrip, the States, who have no public lands, within their limits, are not allowed to locate their scrip, but must sell the same.

We are heartily glad to see that our friends in the North Carolina Legislature have, as we suggested, taken the necessary steps to stamp some of the monstrous falsehoods recently promulgated by the land and designing men with official contradiction.

"About the year 1316, the friends of Dante succeeded in obtaining his restoration to his country and his possessions, on condition that he should pay a certain sum of money, and, entering church, there avow himself guilty, and ask pardon of the Republic.

The late rains have swollen all our rivers, and quantities of mahogany, which (in some cases) have been waiting two and three years for boats, have come out and are now waiting shipment.

The late war in your country has made provisions dearer than elsewhere a measure being thrown on our own resources.

The Government has called the Legislative Assembly together in special session. It is supposed this session will make some more favorable mail arrangements, and it is hoped this will secure transport via New Orleans.

"Darare," said a sable orator, addressing his brethren, "we bowls to dis world. De one am a broad and narrow road, dat leads to perdition; de other a narrow and broad road, dat leads to sure destruction."

BRITISH HONDURAS. (Correspondence of the New York Herald.) Health, Wealth and Resources of the Colony--Movements of Speculators--Advantages Offered to Settle--Sugar Planters Desirable--Mail Arrangements, &c., &c.

The rainy weather is bringing forward the cane crop, which is said to be the most promising that has been raised in this colony.

The only drawback to this colony is the high price of lands. In former times nearly all the lands in the colony were given away by grants from the crown, as mahogany or logwood works.

Whatever lands are still ungranted (called the Crown lands) the Governor is offering on the most accommodating terms to actual settlers.

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public work, with which I have been connected, a set of contractors more reliable than those I have had to deal with on the N. C. Railroad.

This report then goes on to show, by incontestible facts and figures, that the whole work, as originally estimated for, was executed for \$7,282 under the estimate; and also shows, conclusively, that the great cost, over and above what was at first expected, was caused by the great rise in the price of iron, the cost of real estate, machinery, &c., and had no connection, whatever, with the original contractors.

I think if the gentleman will compare the bills he will find a difference between them. The first bill, while it gave the Stockholders the control of the Road, at the same time took the power from the largest Stockholders who were most deeply interested in the prosperity of the Road, and left it with those who had contributed least to build it, and had, therefore, least interest in its success.

The lamented Gov. Morehead, one of the first and greatest of our Railroad men, labored earnestly to have the first amendment adopted by the Stockholders; but, from his after experience, and remarks made on that subject, it is my belief, opinion, had he been spared and were he with us now, he would warn us, for the good of the Road, not to put such a clause in the second bill.

Many of the Stockholders, who are deeply interested in the prosperity of the Road, feel as the Hon. Gov. Swain once expressed himself at a meeting of the Stockholders, when it was whispered that the Directors, appointed by the State, owned little or no stock in the Road.

It has been, and still is, difficult, you even impossible, to get private individuals, as a general interest, to take as much interest in the way of stock in our great improvements as we wish to do.

Under these circumstances, does not good policy suggest an inducement for capitalists to buy their stock in the road, in the million pieces as to make the road cost one million more than the original estimate.

But, I have been digressing. So let us return to Mr. Turner's remark when he further says: "The State paid money, the Stockholders did not. They paid in work at such liberal prices as to make the road cost one million more than the original estimate."

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