

Carolina Sentinel

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NEWBERN, N. C. SATURDAY DECEMBER 8, 1827.

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Newbern:

SATURDAY, DECEMBER 8, 1827.

Convention at Washington.

At a Convention of Delegates assembled at Washington N. C. on the 26th November, 1827, for the purpose of conceiving measures for the improvement of the Navigation at Ocooke, the following gentlemen appeared as Delegates, viz.

From Newbern, **William Gaston** and **Silvester Brown, Esqrs.**
From Washington, **John Gray Blount, Lewis Leroy, William Ellison, and John Jackson, Esqrs.**
From Edenton, **Joseph B. Skinner, John Cox, and George W. Barney, Esq's.**
From Plymouth, **Thomas B. Haughton and Thomas Cox, Esq's.**
From Murfreesborough, **Benj. Wynns, and James Morgan, Esqrs.**
From Hertford, **Jonathan Jacocks, Esq.,** and
From Elizabeth City, **Essex Newby, Esquire.**

Joseph B. Skinner, Esq was called to the Chair, and Thomas Cox appointed Secretary.

It was moved by William Gaston, Esq that a Committee be appointed to consist of one member from each delegation, to report to this Convention what measures are expedient to be pursued to accomplish the object of the Convention; which motion was adopted, and that Committee made to consist of

William Gaston, Joseph B. Skinner, John Gray Blount, James Morgan, Thos. B. Haughton, Jonathan H. Jacocks, and Essex Newby, Esq's.

The Convention then adjourned, subject to the call of the Chairman.

ADJOURNED MEETING.

On Tuesday morning the 27th November, present all the Delegates as before.

The Committee, consisting of one Delegate from each Delegation, composing this Convention, made the following Report, accompanied with its Memorial, which was unanimously adopted, and the Memoria subscribed accordingly, by all the Delegates:

REPORT.

The Committee appointed on the part of the Convention to take into consideration the evils arising from our obstructed Navigation, and to suggest some mode by which those evils may be lessened or removed, respectfully report:

That on an interchange of information they have been all astonished to find, that the evils attendant on our obstructed navigation, greatly transcend in magnitude, whatever they had heretofore believed or apprehended. They forbear from making a detailed statement of these in this report, but refer the Convention to the representation of them as set forth in the memorial hereinafter referred to. To a large portion of the Citizens of North-Carolina, the most effectual relief from these vexatious and oppressive mischiefs, would be a direct and safe communication with the ocean, at the mouth of Albemarle Sound. The Committee earnestly indulge the hope, that the time will come, that it is not far distant, when this noble enterprise will be attempted and carried into successful execution. As individuals—as representing communities and sections of the country—feeling a deep interest in the prosperity of the whole State—the Committee will join those more immediately interested, in all proper exertions, at a favorable moment, to accomplish this object.

At present, the northern and middle counties of North Carolina, have a common outlet to the ocean. Your committee believe that it is demanded by the most obvious considerations to apply our united strength to the improvement of the existing outlet, before we attempt the making of a new outlet. For this improvement, all that is essentially necessary, is the deepening of a channel over the Swash.

Your committee are unable to state with precision, the expense which would be incurred in this undertaking; but they can say with moral certainty, that it may be accomplished at a charge comparatively contemptible, and far below, the annual loss which the State sustains from the want of such a channel. Your committee believe that the Convention ought, in the first place, to lay before the State Legislature, a correct representation of the enormous evils which the country endures from its present obstructed navigation; and for this purpose, they have

prepared a memorial, which is herewith submitted.—It ought not to be doubted but that this representation will draw the attention of the Legislature and the People to this vastly important subject, and that the Legislative wisdom and parental care will be exhibited in suggesting the proper remedies.

In aid of this primary measure, the Committee suggest others, which will be all found embodied in the follow resolutions:

Resolved, that the memorial herewith presented, be subscribed by all the members attending this Convention, and be transmitted to the General Assembly.

Resolved, That the members of this Convention, on their return to their respective homes, be requested to obtain and to furnish to their Representatives in the Legislature, all such detailed statistic information, as will throw light on the subject of this Memorial.

Resolved, That a copy of the proceedings of this Convention, and of the Memorial so subscribed, be transmitted to the Editors of the Gazettes of this State for publication.

Resolved, That a copy of these proceedings and memorial, be transmitted to our members in Congress, and that they be requested, should Congress deem it within their constitutional powers, to render aid to our object, to invite their attention and procure their assistance for that purpose.

To the Honorable, the General Assembly of the State of North Carolina.

The undersigned Memorialists in behalf of themselves and their fellow-citizens, whom on this occasion they represent, beg leave respectfully to state,

That it has been long notorious that the Trade of this State was kept down by the obstructions to Navigation on her sea board, and that of these, the impediments to navigation through Ocooke, were the most extensively injurious, as obstructing the only outlet to the Ocean, for the products of the industry of one half the State. The charges for lighterage over the Swash, and the expenses and perils of detention consequent upon the necessity of lighterage, constantly pressing themselves upon the notice of those immediately concerned in the trade which passes through Ocooke, they resolved in several places on having a conference with each other, through the means of committees for that purpose appointed, to ascertain the extent of the mischiefs affecting the community from this cause, and to devise some mode by which they might be removed. Your Memorialists thus appointed, have met together, have endeavored to collect the information essential to a correct understanding of the subject, and astonished at the result of their enquiries—exhibiting an evil far transcending in magnitude, all that they had before believed or feared—feel it an incumbent duty to lay that information before your honorable body, and to entreat your earnest, and effectual and speedy exertions for its removal.

Your Memorialists believe that the annual exports of the products of our country through Ocooke, are not overrated when estimated at Five Millions of Dollars, requiring for their transportation, and actually employing, Two Hundred Thousand Tons of Shipping. They find from calculations carefully made and compared, that the charge on these vessels for lighterage and detention at the Swash, averages one dollar per Ton, and amounts annually to Two Hundred Thousand Dollars; that the additional rate of Insurance, because of the risk and detention at the Swash, averages three quarters of one per cent., and amounts on the exports and imports to Seventy Five Thousand Dollars, and on the vessels to Sixty Thousand Dollars per annum. This annual tax of Three Hundred and Thirty-Five Thousand Dollars upon the navigation of our section of the country, independently of the minor evils, the vexations and difficulties, which will be readily perceived, cannot but enhance the rate of freight or the cost of conveyance to market. The price of freight from Norfolk and Wilmington (the latter but one hundred and twenty miles distant from Ocooke) to the West Indies, is from twenty to twenty five per cent less than from the ports dependant on Ocooke Inlet, which difference on bulky articles, such as lumber, staves, and shingles, amounts to between thirty and forty per cent of their original value. The freight and charges on articles shipped coastwise for re-shipment to their places of consumption, amount on Naval Stores to twenty five per cent; on Cotton, to between ten and fifteen per cent, and on staves, to fifty per cent. of their original value.

As all the ordinary charges of conveyance to market, though paid by the merchants, actually and ultimately fall upon

the producers, the Farmers and Labourers of the country, the effects of this enhanced freight are at once discerned upon a comparison of the price of the products of North Carolina industry in the ports dependant on Ocooke, and those where the costs of detention and perils of lighterage are not to be encountered. While at Suffolk in Virginia, Pipe Staves command Forty Dollars per thousand, at Murfreesborough, Winton and Windsor, they are sold at Twenty Five Dollars. Red Oak Staves, which at Washington, Newbern, and Edenton, can scarcely command Ten Dollars per thousand, usually sell at Wilmington for Eighteen

The enhanced freight necessarily occasions also an exceedingly heavy tax to the consumer on all articles imported through Ocooke. Let but a single instance be mentioned in illustration of this fact. The article of Salt in the Ocooke Ports, sells for at least ten cents in the bushel above the price at Wilmington, which alone is a tax of Ten Thousand Dollars a year upon those who are obliged to obtain their supplies of salt at the former places.

These Memorialists further respectfully state, that in consequence of the improvements made, and now in progress for the navigation of Roanoke River, an immense additional quantity of valuable products must descend it in search of a market. All this produce must either pass through Ocooke, and sustain the enormous losses mentioned above, or go to swell the exports, enrich the enterprise, and increase the importance of Virginia.

This State has long sustained, and is every day sustaining incalculable injury, from her products finding a better market elsewhere than they can procure at home. An inspection of the map will show that more than half of North-Carolina, and a considerable part of the southern section of Virginia, have their natural outlet to the Ocean in this State. Remove the obstructions which are interposed to the free use of this outlet, and which it is unquestionably within the power of the State, at a cost comparatively insignificant

thoroughly to remove, and the wealth, the consequence, the strength, and the population of our State will, must grow with rapidity cheering to the heart of every citizen, who is not dead to her honor and best interests. Produce of all kinds must increase in price, and command ready sales at home. Foreign comforts and articles of necessity, will be comparatively abundant and cheap—many of the products of our forests which are now destroyed as incumbering the ground, will yield wealth to their possessors. Agriculture will receive a stimulus to exertion which will be manifested in improved skill, in more successful returns to industry, and in the enhanced value of land. Our impoverished fields will be fertilized, our rich swamps, pocosins, and low grounds will be reclaimed—commercial enterprise and the mechanic arts will be fostered and rewarded. The tide of emigration which is incessantly sweeping before it, our most hardy and enterprising citizens, will be stayed—and instead of descending in the scale of comparative wealth and population, North Carolina will be enabled successfully to compete with her sister States in the career of improvement and prosperity.

Your Memorialists believe that the first act necessary in this course of improvement, is the removal of the Swash, or rather the deepening of the channel over the Swash at Ocooke. This is the immediate subject of interest to all of them. When experience shall have shown the facility of such undertakings, shall have increased our knowledge of such operations, shall have demonstrated to the most inattentive their immense practical benefit, and shall have augmented our means and strengthened us for higher efforts, your Memorialists indulge the hope, that to such efforts this knowledge, and those resources will be applied, until all shall be effected for the prosperity of our beloved country, which may render it a fit residence for an industrious, thriving, virtuous, and happy People.

WILLIAM GASTON, } of Newbern.
SILVESTER BROWN, } of Newbern.
JOHN G. BLOUNT, } of Washington.
LEWIS LEROY, } of Washington.
WM. ELLISON, } of Washington.
JOHN JACKSON, } of Washington.
THOMAS B. HAUGHTON, } of Plymouth.
THOMAS COX, } of Plymouth.
JOSEPH B. SKINNER, } of Edenton.
GEORGE W. BARNEY, } of Edenton.
JOHN COX, } of Edenton.
JAMES MORGAN, } of Murfreesborough.
BENJ. WYNNS, } of Murfreesborough.
JOHN H. JACOBS, } of Hertford.
ESSEX NEWBY, } of Elizabeth City.

Nov. 27, 1827.

The committee appointed at the Town Meeting on the subject of our Navigation, have transmitted also to Congress the following Memorial and Petition in the hope of procuring their aid in the effecting of this all-important object. Similar Memorials will no doubt be transmitted from other places:

To the Honourable the Senate and House of Representatives of the United States, in Congress assembled:

The Memorial and Petition of the undersigned, Citizens of Newbern, in the Year Memorialists and Petitioners, in behalf of themselves and their fellow citizens of Newbern, respectfully shew, that this Port as well as a large section of the State of North Carolina, has no communication with the Ocean but through the Inlet of Ocooke; that this Inlet is impeded by shoals known under the general name of "The Swash," over which, vessels drawing more than seven feet water, cannot pass without being lightened of a part of their cargoes; and that this impediment necessarily occasions great embarrassments, to commerce by the charges of lighterage and the expenses of detention. Your Memorialists further shew, that a situation of greater peril and exposure than "the Swash," is not to be found on our Atlantic Coast, and that every year, heavy and numerous losses occur of the vessels there detained. Your Memorialists respectfully represent, that the Revenue of the United States derived from Tonnage and Customs, thereby sustains serious diminution, while the commerce between this State and the sister States, and the commerce between this part of the United States and foreign nations, is impaired to an extent which it is difficult to estimate.

Your Memorialists also represent that a good channel over "the Swash," would open to the national and commercial marine of the United States, an inexhaustible supply of excellent Timber, Spars, Plank, Naval Stores, and almost every article of prime necessity in the construction of public and private ships. It is well known by what they complain, has already attracted the attention of the Federal Government, and they are gratified to learn, that the surveys made under its authority, demonstrate that its removal may be effected at a cost comparatively unimportant. Animated by the hopes thus excited, they approach Congress, as the Constitutional Guardians of the National Revenue, the National Commerce, and the National Navy; and respectfully but earnestly request that an appropriation may be made to effect this highly important object. Such an appropriation, while it advances the great National Interests, above indicated, which are exclusively confided to the care of the Federal Government, will not, they are persuaded, be deemed exceptional, because it also promotes the prosperity of a section of the United States which now suffers under a severe depression of its commercial and agricultural industry, and which has long steadily contributed to the National Receipts while it has seldom shared in the benefits of the National Expenditure.

WILL GASTON,
JOHN H. BRYAN,
JOHN BURGWIN,
MOSES JARVIS,
JOHN SNEAD,
SILVESTER BROWN,
HARDY B. CROOM,
NEWBERN, Nov. 30.

Committee appointed by the citizens of Newbern.

Private Boarding School, HILLSBOROUGH.

THE exercises of my school will close on the 30th of this month, and be resumed on the first Monday in January.

J. WITHERSPOON.
Board and Tuition \$65 per session, paid in advance.—Five or six more pupils can be received. J. W.

The Raleigh Register, and Newbern Sentinel, will please give the above four insertions, and forward their accounts for payment. Nov. 27—7. 10.

WANTED,
A JOURNEYMAN BOOT & SHOE MAKER. To an approved workman of steady habits, good wages, and constant employment will be given, by
J. H. GOLDSTON.
Aug. 25—1f

North-Carolina Almanacs,
FOR the Year 1828 For Sale by the Gross or Single, at the **BOOK STORE** of
S. HALL.
October 26.

PLOUGHS.
100 CONNECTICUT PLOUGHS just received and for sale by
HENRY DEWEY.
Nov. 17th, 1827—4-7.

General Assembly.

SENATE.

MONDAY, Nov. 26.

On motion of Mr. Speight of Greene, the Judiciary Committee were instructed to enquire into the propriety of so amending the Judicial System, as to give to the Superior Courts original exclusive jurisdiction in all matters of controversy, where title on land is brought into question; and to the County Courts original exclusive jurisdiction over all actions of assault and battery, subject however in the Court.

Mr. Speight of Craven, presented the petition of Wm. Holland, accompanied by a bill to divorce him from his wife Esther, which bill and petition were read and referred to the Committee on Divorce and Alimony.

Mr. Jones of Wilkes, the petition of Sarah Tilley, praying to have property secured to her—Mr. Wilson of Camden, the petition of Ed. S. Pugh, praying for a divorce and Mr. Love of Haywood, the petition of sundry citizens, praying to have a new county erected from the South Western part of Haywood. These petitions were referred, the latter to a select committee consisting of Messrs. Love, Shober, Speight of Craven, Franklin and Scott.

HOUSE OF COMMONS.

MONDAY, Nov. 26.

A Resolution was received from the Senate, proposing to appoint a joint select committee to enquire into the expediency of amending and consolidating the several acts of the General Assembly, respecting the Treasury Department; and that the said committee be instructed to examine the Books of the Treasury, the monies in the Treasury Office, and the sums deposited in the different Banks, to the credit of the State; and that Messrs. Pickett, Owen, Speight of Greene, Wilson of Edcombe and Gray, form the Committee on their part. The proposition was agreed to and Messrs. Fisher, Spruill, Alexander, Morehead and White, part of the House.

On motion of Mr. Wheeler, the Committee on Internal Improvement was instructed to enquire into the most practicable plan of opening a communication between the Albemarle Sound and the Atlantic Ocean.

On motion of Mr. Jones of Rowan, the Judiciary Committee were instructed to enquire into the expediency of so amending the existing law on the subject of compensating Prosecuting Officers, as to secure the fees due on the conviction of Insolvents.

Mr. Stewart presented a resolution, referring to a Committee, composed of the members from Halifax, Bertie, Martin, Northampton, Washington, Hertford & Chowan, the subject of regulating the Fisheries, the laws now in force in relation thereto, being deemed unequal in their operation.

TUESDAY, Nov. 27.

On motion of Mr. Perry, the Judiciary Committee were instructed to enquire into the expediency of so amending the laws in relation to Administrators, as to enable them to rent out the lands of their intestates, from the death of the intestate, until a guardian is appointed to the heirs at law; and furthermore, to enable Administrators and Executors to receive all sums of money in the hands of clerks and masters in Equity, arising from the sale of the lands of their testator or intestate, by a decree of the courts of Equity.

Mr. Benners presented a bill to authorize Wright C. Stanly to build a Bridge, across Neuse River, from his plantation, known by the name of Spring Garden. Read the first time.

On motion of Mr. Foy, the Judiciary Committee were instructed to enquire into the expediency of providing by law, for the arranging, revising and digesting the whole body of public and statute law of North Carolina, commencing with the earliest English Statute in force in this State; and for the compiling under one head all laws in force on any one subject, with references to the year when such laws were passed.

On motion of Mr. Bynum, the Committee of Finance, were instructed to examine into all disbursements of the public monies, within the preceding fiscal year, for the purpose of ascertaining whether such disbursements have been made under proper authority; and whether there have been made any impropriet or improper disbursements by reason of any misconstruction of defects in the law, which may require legislative interpolation.

On motion of Mr. Allen of Montgomery, a select Committee consisting of