

# LINCOLN COURIER.

"THE PUBLIC GOOD SHOULD EVER BE PREFERRED TO PRIVATE ADVANTAGE."

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## Gov. Graham's Message.

Concluded.

The operations of the Raleigh and Gaston Railroad for the past two years will be fully detailed in the Report of the Board of Commissioners. The statement of its Treasurer, published in the newspapers, in analogy to the Report of the Comptroller, on the Public Finances, for the year ending the 1st of November 1847 showed its earnings to have been \$68,902 57 and disbursements \$65,457 93. For the following year, ending November 1st, 1848, the earnings were about \$57,000 and disbursements (exclusive of extraordinary repairs, rendered necessary by a conflagration, which destroyed the principal building of the Road at Raleigh.) \$52,479 72. Add to this the amount of these repairs, viz. \$28,791 93 and the sum total of disbursements will be \$81,271 65. On the night of the 25th of February last, the machine shop and engine house at the depot in Raleigh with all their contents of a combustible nature having been destroyed by fire, and the four best locomotives of the road, as well as the stationary steam engine being seriously damaged, it became necessary to take immediate steps to repair the injury or to permit the Railroad with its appendages to go to destruction. Finding no power adequate to the exigency conferred on the commissioners of the road, I convened the Council of State, and submitted to them the alternatives of either convoking the Legislature, special Session, to provide the needed means, or of mortgaging the Railroad property for the sum of \$25,000 (the amount of loss and damage occasioned by the fire, as estimated by its President) by virtue of the power conferred on the Governor and Council, to make sale of the same. They advised the adoption of the latter, and an arrangement was made with the Bank of the State of N. Carolina, to advance the sum required, at such times as they might be called for by the progress of the repairs, on bonds of the States, reciting on their face the consideration and a deed in trust on the Railroad and its appendant property, to secure their payment. Accordingly, bonds dated in April, May, and July last, amounting in the whole to \$25,000 all payable the 1st of January next, were negotiated and a deed in trust executed. Some provision is therefore necessary to take up these bonds. Designing to place the whole subject under the control of the Representatives of the people at the earliest convenient day, I did not propose any longer term of credit. It is however desirable, it doubtless can be easily effected, by issuing State Bonds at five years for an equal sum and requiring the Railroad, if retained by the State, to pay the interest as it may accrue and gradually to extinguish the principal.

What course shall be adopted by the State in retaining or disposing of this Road yet remains a question of great interest. Such has been the demand for repairs and improvements that it has yielded no dividends to the Treasury for the last two years. Two new Locomotives however have been purchased at a cost of more than \$7,000 each, and the other Engines refitted (except one wholly ruined by the fire before referred to) so that the motive power of the establishment is in better condition than at any time heretofore. New and superior Iron has been also purchased, and laid down, for near ten miles from Gaston Southward, and the whole superstructure of the Road has been renewed for that distance. Very extensive renewals have also been made in the wood work of the line generally. But the process of repairing is now carried on under great disadvantage, for want of Iron to relay a considerable part of the track, and the present earnings of the road are insufficient to procure it. The Northern half of the line, over which the heaviest trains pass, was originally laid with thin Iron, which is much broken, and occasions a great waste of labor, in temporarily refitting with fragments, that are soon to be broken again, as well as constant damage to the Engines and Cars from the severe wear and tear to which it subjects them. A prudent economy often consists in a liberal expenditure. Any proprietor of this work, would find it his true interest to put it in complete repair, even if it were necessary to give lien on the property to raise the means. If therefore the road shall not be transferred to other hands

during your sitting, it is obviously expedient and proper to purchase immediately Iron Railing sufficient to refit it for at least thirty miles. Fifty thousand dollars expended for this purpose might enable the State to receive as profits some fifteen, twenty, or twenty-five thousand of the fifty-five to seventy thousand, the present income of the road, a large part of which is now spent on the ineffectual reparation above described. Its operations may go on, as at present without such aid, but they afford no prospect of profit. If a loan be contracted for this object on liberal terms, there can be little doubt of the ability of the road to pay it with interest. And in the event of a sale, it would enhance the price of the whole property by an amount certainly equal to the money thus laid out.

It would no doubt be preferable to convert this property into funds, for the relief of the Treasury, rather than to make any other disposition of it. To expose it at auction however, would be to sacrifice it from the magnitude of the interest and the facility with which bidders could combine their capital and put down competition. After a committee of your body shall have made a thorough investigation of the affairs of the road, and to that end shall have examined on oath its officers and head-workmen, it deemed necessary, three modes of disposing of it will, as I conceive, present themselves, to wit: 1st. A re-sale to the former stockholders by compromise of the sums now pending, if suitable terms be offered. 2d. To retain it as a permanent property of the State after repaying it in the best manner. 3d. To unite it with another work, through the interior of the State which will be more particularly noticed in the sequel. The Wilmington and Raleigh Railroad Company have regularly paid the interest on all their debts, and effected considerable improvement on their Road with the income of the last two years. A minute statement of the condition of their affairs will accompany the Report of the Board of Internal Improvements. I am gratified to observe a very handsome addition to their receipts, in the items of freight and way travel, showing that the local accommodation from this work is becoming much extended. They will, I presume, be unable to pay off the principal of their bonds, guaranteed by the State, and amounting to \$50,000, which will become due the 1st of January next. But so long as they continue to meet the accruing interest with their accustomed punctuality, there can be no objection to extending to them the State's credit, upon the same terms as heretofore or even for a longer period.

In surveying our territory, with an eye to the present interest and wants of the people, I am more than ever impressed with our destitution of facilities for cheap and speedy transportation.— In this regard, however unpleasant may be the admission, I am forced to the conviction, that we labor under greater disadvantages than any State in the Union. And we never can be equal competitors with their citizens in our Agriculture, the predominant pursuit among us, until these disadvantages are in a great degree overcome. The man who is obliged to transport in waggons over no better roads than ours, a distance varying from sixty to two hundred and fifty miles, at the speed of twenty-five miles per day, can no more contend for profits with him who has the advantage of Railroads or good navigation, than can the Spinning Wheel with the Cotton Mill. Had we ever been in a more favorable situation in this respect, and had the impediments which now beset us been imposed by human power, no sacrifice would be esteemed too great to effect our deliverance and restore our prosperity. It is therefore a theme for the profoundest consideration of those enjoying the confidence of a constituency thus situated, and intending to requite it by a faithful devotion in their interests, what can be done, or ought to be undertaken, to remove these grievances and place their industry and labor on an equal footing with those of their fellow citizens in other States? It must be admitted, that from Geographical causes, the question was originally one rather difficult of solution. And our former enterprises in Internal Improvement, having failed from causes not necessary to be now commented on, the State has of late years taken no action in constructing works of this kind, and many good citizens appear to have concluded, that further efforts were vain, as our doom to privation in this particular was fixed late. Meanwhile other States have pushed forward their improvements, (some of them with a rash and extravagant hand, it is true, but in the main with the most beneficial results,) overcoming obstacles far greater than any which impedes us, and obtaining for themselves, still greater advantages over us in the competitions of

the market. We are therefore impelled not only by all the more obvious considerations which appealed to us in former times but by a reasonable self defence, to abandon further hesitation and adopt at once a system of improvement, commensurate with the wants and interest of the State. Too much should not be undertaken at once, but what may be attempted, should be thoroughly completed. As the commencement of such a system, and a basis, on which other works may be engrafted, to any desirable extent, as our means may from time to time permit, a Railroad from Raleigh to Charlotte by way of Salisbury, appears to me of the first moment. This scheme has not been much considered heretofore, and derives much of its importance from a kindred work, now in progress from Charlotte to Columbia, South Carolina. Already from Raleigh Northward continuous lines of Railroad and Steamboat transportation stretch through the towns of Virginia and the great cities of the North, to Portland in Maine, and Buffalo on Lake Erie.— Similar works also exist, or are in progress, with a certainty of completion in the course of a year or two, extending from Charlotte Southward through Columbia to Charleston: and again from the former of these through Augusta, and the interior of Georgia, and Tennessee to Nashville, as well as to the Mississippi, at Memphis, and to New Orleans, by way of Montgomery and Mobile. Through a part of North Carolina alone, a link is wanting, to complete the grand chain of communication, from one extremity of our Country to the other, and to furnish to the whole nation those facilities of intercourse which the inhabitants North and South of us, enjoy in their several sections. The connexion proposed therefore being as it were a bridge over a space now impassible by steam cars, having at either end the great highways of the North and South, with their numerous branches for a thousand miles in both directions, promises a reasonable remuneration for the outlay of its construction, from "through" transportation: and in a military and other points of view, would be of great national advantage. Had nature supplied us with navigable rivers like the Mississippi, flowing from Raleigh and Charlotte, respectively, to N. York and New Orleans, or even to Charleston, all would at once perceive the benefit of the junction of the two, through the interior of the State, as clearly as did the genius of Clinton that arising from the union of the Hudson with the great Lakes. The parallel may not be yet perfect in the present state of Railroad conveyances, but is designed to be so at no distant day.

By the foregoing are merely inducements to undertake this work. It is commended to us a great North Carolina improvement, appealing to our interest and State pride, by arguments which it were almost criminal to overlook. 1st. It would open to the market of the world an extensive region of the State, reaching from the Capitol almost to the blue Ridge, of great fertility and capacity of indefinite improvement, by reason of its Agricultural, Mineral and Manufacturing resources: containing in the Counties within twenty-five miles of the most direct route, more than 230,000 souls: and within fifty miles, more than one half of our whole population, who are far removed from places of trade and dependent entirely on the common waggon and common road for all their transportation. The occasion will not permit me to dwell on its numberless benefits in this regard, which will readily occur to any one who looks on the Map of the State with the eye of a statesman and patriot. 2d. It would add incalculably, to the business and value of one at least, (and ultimately of both,) of our present Railroads, in which the State has so deep an interest, and make them productive Stocks. 3d. It would unite the middle and eastern with the western section of the State, in a domestic trade, and exchange of productions too cumbersome for the present mode of conveyance, besides facilitating travel for health, and social intercourse. 4th By running over the most practicable route from Raleigh to Salisbury, and thence turning southwestward to Charlotte, it would bisect the State for more than a hundred miles, bringing the most remote on either side within fifty miles of the Railroad, and would be a favorable location for being extended still farther west, from the former places, and to connect advantageously by means of Turnpike roads with all the Northwestern part of our territory.

Whilst it would confer these benefits on the interior country, now depressed and partially excluded from all profitable commerce, the objection has not been overlooked that it does not point immediately to the seaboard of our own

State, and to an increase of the prosperity of our market towns. Let them however not despair. Its advantages will be afforded to them in due season. After the completion of the main track, a branch to Fayetteville or other point on the navigable water of the Cape Fear River, will be of easy accomplishment. Its extension from Raleigh to Goldsboro' would be invited by the connexion thus to be formed, between Wilmington and the upper Country, and eventually it might realize that scheme of a central Railroad consecrated by the patriotic labors of Caldwell, in an extension from Goldsboro' to beaufort. Whether therefore we regard it as a single work, or as the groundwork of an extensive plan, the Road from Raleigh to Charlotte appears to be the important improvement which should first engage our attention and our energies. And I accordingly recommend it to the patronage of the Legislature, to the amount of one half, or at least 100 fifths of the capital, necessary for its construction. The distance is about one hundred and sixty miles by the mail route, and the cost of the Road and equipments over such route as may be selected would probably not exceed \$1,600,000. As an inducement to aid this scheme, it presents an opportunity for disposing of the Raleigh and Gaston Road, as has been intimated in the preceding remarks, on that topic. A Company might be organized to embrace the entire line from Gaston to Charlotte, and the Road now owned by the State transferred to them at a fair valuation in payment of her subscription for stock. Of the particulars of such an arrangement if favored by the Legislature, no delineation is here required. I have already treated of this subject with more minuteness than may be appropriate, in an address of this kind, because it has as yet attracted but little of the public attention, and from a deep impression of its utility in alleviating the condition of our industry and reviving the waning fortunes of our countrymen—while it gives an assured hope of profit on the capital invested.

I have remarked with much satisfaction that some enterprising persons among our fellow citizens, have commenced the Navigation of Neuse and Tar rivers with steamboats of a light class, and that a spirit is awakened among the people in the upper section of the Cape Fear to open that river for navigation to or above the confluence of its main branches. Every successful effort at objects of this nature is a public benefit, and deserves the fostering aid of the Legislature.

It has not been thought expedient to exercise the power conferred on the Board of Internal Improvement by the last General assembly to sell the Club-Fort and Harlow's Canal, and it expired by limitation with the opening of your Session.

I beg again to impress on your attention the indispensable necessity of improving our public Roads. It is little creditable to our enterprise and intelligence, that although we are considerably taxed, in the frequent calls on our labor for this object, our method for maintaining the public highways has made no advance beyond that existing in England in the time of Philip and Mary. If Commissioners not exceeding two in each County, were elected by the County Courts with authority to inspect the chief public roads, and lay them off on the most favorable ground, and were clothed with authority to supervise and direct the hands assembled to work them, it would doubtless, tend much to their improvement. These Courts should also be invested with power to make appropriations from the County funds to alter and improve the most difficult parts, and to make plank roads where necessary and practicable, with the means at their command. Indeed it is urged upon your inquiry, whether the recent improvement of the plank road, may not be introduced into extensive use in this State. The simplicity of their construction, involving little or no expense for engineering, the abundance and cheapness of timber, and their adaptation to the sand and swamp of the lower, and the clay soil of the upper Country, recommend them to us with much force.

A Geological survey of the State is more than ever demanded, in consequence of fresh discoveries of useful and valuable mineral in new situations, and the important results of like explorations in other States.

We have been as yet without any provision for the mitigation of the condition of our pauper Lunatics. Those of the poorer classes who have been visited with the loss of reason, have been abandoned to their fate, except in cases in fornicus madness, in which they have been committed to the common jails, as disturbers of the Peace. It is now ascertained that these diseases of mind,

(the severest infliction of Heaven on our race) are curable as those of the body; and most enlightened States have established hospitals where the poor thus afflicted are watched over during the eclipse of the understanding and supplied with needful remedies. A distinguished person of the gentler sex who has devoted much of her life to the pious duty of pleading the cause of the Lunatic, before States and communities, have recently traversed a considerable part of this State, in search of information respecting these unfortunate among us, and will probably ask leave to present their case to you, at an early day. I cannot too earnestly commend the cause itself, or the disinterested benevolence of its advocate.

Pursuant to an act of the last Legislature, for the sale of certain Cherokee Lands, which had been surrendered to the State, by the former purchasers, a Board of commissioners was constituted who placed valuations on the several tracts, in conformity with the law, and they were exposed for sale by pre-emption and otherwise, on the terms therein prescribed. One hundred and twenty-seven tracts comprehending 20,528 acres, besides two town lots, were appropriated by pre-emption at the aggregate price of \$36,763 33, the same lands having been sold at the former sale for \$98,690 46, and twenty three tracts embracing 2752 acres were disposed of at the improved valuations, for \$2,229 33, these having brought at the first sale \$5,677 33. One fourth of the purchase money was required to be paid down, and the residue was secured in four equal annual instalments. The Agent of the State reports thirty-six tracts of surrendered land comprizing 4939 acres, valued now at \$7053 47, and formerly sold for \$11,880 24, as remaining unsold in either mode. The time allowed for the private sales, having only expired in August last, I have not appointed a public sale of the residue authorized by the act. It seems to me, however, expedient to make a general sale not only of this residue, but of all the other surveyed lands in that region, whether acquired under the treaties of 1817, 1819 or 1835, for cash, and that those unsurveyed should either be surveyed and disposed of in a like manner or be opened to entry, as other public lands. The policy of holding them back for higher prices, has been tried long enough to prove it unwise.

During its last winter term, the Supreme Court was deprived by death of the Honorable Joseph J. Daniel, an upright, useful and learned Judge, who had administered justice acceptably from our Bench for more than thirty years. To fill the vacancy thereby occasioned, a temporary commission was granted, with the advice of the Council of State, to the Honorable William H. Battle, of the Superior Court bench.— And to supply the vacancy thus made, a like commission, with the advice of the Council, was granted to Augustus Moore, Esq. of Edenton. The Office of Attorney General, also becoming vacant, by resignation of the Honorable Edward Stant, in May last, his place was in like manner temporarily supplied by commissioning Bartholemew F. Moore, Esq. of Halifax. On you will devote the duty of making permanent appointments to those several Offices.

I repeat the recommendation made to the last General Assembly, as confirmed by subsequent reflection and observation, that all jurisdiction over Pleas, in the County Courts be abolished, and that provision be made for three terms of the Superior Court per year in each County. The change is urged upon us by the manifold reasons: 1st. that it would conduce a more correct and speedy administration of Justice. 2d. It would impose a less amount of cost on the parties cast in legal controversies. 3d. It would save time to those called out to attend Court by reducing the number of terms; from six to three in each year. 4th. It would effect a still greater saving in the County taxes, by dispensing with out half of the collections now made to pay Jurors, besides other expenses. 5th. It has been tried in other States, and found to realize the most sanguine expectations.— The cost of the addition of two more Judges, which the alteration might require, would be as nothing compared to the maintenance of the present system.

The Report of the President and Directors of the Literary Fund will acquaint you with the present state of the important interests committed to their charge. The loan office formerly connected with this board, has been discontinued by delivering over to the Public Treasurer the Bonds and Judgments, against individuals, held by it as directed by the last Legislature, on his executing the Bond of the State for the

Concluded on 4th page.