

# The Weekly Raleigh Register.

CITY OF RALEIGH, WEDNESDAY MORNING, JUNE 8, 1853.

NO. 31.

VOLUME LIV

## THE RALEIGH REGISTER.

PUBLISHED BY SEATON GALES, EDITOR AND PROPRIETOR, AT \$2.50 IN ADVANCE; OR \$3 AT THE END OF THE YEAR.

"Ours are the plans of fair, delightful peace; Unwarped by party rage, to live like brothers."

RALEIGH, N. C.

SATURDAY MORNING, JUNE 4, 1853.

### PAPER-MAKING IN NORTH CAROLINA.

We believe there are five Paper mills now in operation in this State; and another, viz: "The News Manufacturing Co.," lately incorporated by Letters Patent from the Governor, with a capital of \$25,000, is in process of erection, about six miles from this City. The two Mills near Raleigh (the "Manteo" and the "Neuse") will consume annually about one million and a half pounds of old Rags; and the other four mills, viz: at Fayetteville, Shelby, Lincoln and Salem, as much more, making 8,000,000 of stock used annually in North Carolina.

At \$3 per hundred this will cost \$90,000. The whole Public Tax, paid to the State Treasurer by the Sheriff, for the year 1837, was exactly \$80,130.34. The same for the year 1841, \$81,506.17. So that, our old Rags alone, (if saved,) would pay the amount of the Public Tax for those years, and leave us nearly \$10,000 to spare.

These mills can be, and ought to be, supplied from their own State. Agencies for the purchase of Rags are being established all over the State for that purpose. Only let our citizens save, and induce their servants to save, what has heretofore wasted and despised, and they will greatly aid an important industry, and be themselves richer by \$90,000 annually for nothing. While we cannot, therefore, too emphatically call on our fellow-citizens to tear up their shirts and trousers, &c., to make old Rags, we may properly suggest that they should now away for the paper-makers such as time and hard usage have already converted into unmarketable stock. We say then, emphatically, "Save your Rags!"

### JUNE MONTHLIES.

We are indebted to Mr. Pomeroy for the June number of Harper's splendid "Monthly." It is worthy of especial praise. It opens with a reprint of Gray's celebrated "Elegy written in a Country Church Yard"—a poem which, ever since its first publication, has charmed its readers, and which is still perused with undiminished delight. It appears on the present occasion richly and profusely ornamented. Thirty beautiful designs, representing a scene for every stanza, with a thirty-third, containing a view of the old Church of Stoke-Poges, the scene of the Elegy, are its embellishments.

We are also in receipt of Putnam's Magazine for the present month. It is an excellent number, and, as usual, is filled with the choicest matter.

The "University Magazine" is before us, too, with a good table of contents. This is the last number to be issued under the auspices of the present Editors. It will be controlled for the next year by Messrs. J. A. Engelhard, L. J. Merritt, J. C. Moore, W. C. Nichols and W. L. Sout.

### "CASTALIA INSTITUTE."

It is always a source of pleasure to us to chronicle the successful progress of institutions of learning in our midst. They constitute the strongest bulwark that can be thrown around the hopes and liberties of our people.

We experienced the gratification, during last week, of a visit to the flourishing Institute, in Nash Co., whose name heads this paragraph. It is under the control of Mr. D. S. Richardson, and has, indirectly associated with it, a Female Seminary, of which his accomplished Lady has charge. We have no hesitation in saying that the nature of the exercises upon the occasion of our visit—the Annual Commencement of the Academy—would have reflected credit upon institutions of a higher reputation and much more enlarged sphere of operations. We subjoin the names of the College Class, together with the subjects of original Addresses delivered by them, respectively, on the last day of the Examination, &c.:

G. W. Blount, Nashville, N. C.—North Carolina.  
A. R. Young, Wake—The Progressive Spirit of the Age.  
H. C. Fowler, Wake—Moral Courage.  
W. C. Boyd, Wake—The Classics, with the Fablestory.

The Annual Address before the young Gentlemen was delivered by SEATON GALES, Esq., of Raleigh.

"Castalia Institute" is beautifully located, among a refined and hospitable people, and certainly affords every advantage for the education of the minds and morals of youths, of both sexes.

The "Compromisers" of the Democracy, says a writer from Washington, look awfully blue (and not a few of them get so in a spirited manner) since the announcement of foreign appointments. And well they may. Daniel S. Dickinson, of New York, and Henry S. Foote, of Mississippi, staked everything on the Compromise issues, and sacrificed themselves there; yet there are not in the Union any two men more essentially dead with this "Democratic" Administration. Each sees in the Cabinet his mortal enemy, on these very issues. The Secretary of State stands with the Premier's portfolio in hand, forbidding all attempt at approach to the sanctuary by the man who wished to have been born in Virginia; and Jefferson Davis gives a horrible smile of triumph as he sees the old Senatorial combatant struggling with the confined Hercules to rise again, while the patronage and power of the Administration are skillfully used to prevent his success.

### MEN AND THEIR DOINGS.

No. VIII.

WASHINGTON, May 31, 1853.

The remark is daily made, that our great statesmen have nearly passed away, and there are none coming on to supply their places.—Why is this so? for the fact is admitted, indeed cannot be denied. Why have we so few great ruling minds now, in Congress, and in the councils of the nation? Let me answer this question by asking another. Can a man become a finished seaman, by any amount of experience in commanding and navigating a bark canoe upon a river or mill-pond? Can any one become a truly great man, who is never called upon to grapple with great questions, and is always engaged upon trifles? Surely not; no one is silly enough to expect a mere pettifogger before a justice's court to become a profound lawyer; and just as well may one look for men to become statesmen, who spend their time in demagoguing among the people, and pettifogging in Congress; who turn their attention to the acquisition of the "spoils of office," rather than to important questions of national policy. "Take away the offices," says some one, "and the two parties would have nothing to contend for." If the offices are the only objects of contention between them, no wonder that the great minds of the country consider politics too contemptible a business for them to meddle with, and leave the field to those whose mental calibre are adapted to the game that is played; no wonder that the minds of those who thus play at jackstraws become belittled, and lose the power of grappling with subjects of greater moment.

"I am as little suited to Congress, as Congress, as at present constituted, is suited to me," remarks Judge Bragg, of Mobile, in a letter to a friend, declining to become a candidate for re-election to the House of Representatives.—The remark is a cutting sarcasm upon that body. And as the cabinet of the President "is now constituted," and in view of the petty business in which it is daily engaged, I cannot doubt that, were Mr. Calhoun or Mr. Clay living, the same remark would be drawn from them by an invitation to become a member of members of it. Can any one suppose that such men,—and where are those who can fill their places?—that such men would condescend to spend their time and occupy their minds with the "piddling" business that has absorbed the President and his cabinet for nearly three months past? No wonder Judge Bragg declines becoming a candidate for Congress again, after having served one term and become acquainted with that body, and I greatly fear that men of standing and character, like him, will become more and more unwilling to occupy seats in the Representative Hall. Such, indeed, has been the case for many years past.

The guillotine and the bow-string are still in active operation in the Treasury and Interior Departments, some Whig heads being collected and presented to the Grand Sultan every day. The Democrats seem to have carried every Congressional District in Virginia, owing to the prevailing "democratic" of that State. When this system of gerrymandering a State was first attempted, as it was in Massachusetts, under Governor Gerry, from whom it therefor took its name, the people were indignant at the injustice it was intended to perpetrate upon a large body of the people of the State, and they did not think of carrying every district, as its authors expected, at the next election, they did not carry a single one. This just rebuke of so vile an attempt at usurpation and the disfranchisement of a large portion of the community, read the party a lesson of political morality which they did not forget. The next day they had not then become quite insensible to usurpation and injustice, even though perpetrated in the name of democracy; but it would seem that they have been progressing since, at least in Virginia, and can as unblushingly justify and sanction what forty years ago shocked the moral feelings of the people of Massachusetts, as most slavish courtier and hackneyed sycophant can commend the grossest usurpation and injustice of his monarchial and despotic master. Truly this is an age of progress! If my rights are invaded and my voice smothered, what care I whether it is done by one man or many men; a despotic King, or a despotic majority; the tyrant of one, or the tyranny of many?—And is not the minority virtually disfranchised in that State? Have they a proportionate representation in Congress? Nay, have the sixty or sixty-five thousand Whig voters there a single representative? And yet, it was they not called on to pay taxes? And it was they not taxed in the State of Massachusetts, as the holders of the circulating notes did not go hand in hand that caused our patriotic fathers to rebel against the usurped power of England—no more usurped than that of the tyrannical majority in Virginia!

Foreigners are disposed to make merry at the scenes presented here at the out-going and in-coming of the "Blackbirds," speaking of the circulation of matter, the coming in of new particles into our bodies and the going out of the old ones, saying, "All are on the move, like Yankee officials when a new President enters the White House—some just arriving with their traps and fitting themselves into their new stations, some packing up bag and baggage, ready for a start, and some already on the march, disappearing in the distance." It must be remembered that the term "Yankee" applies equally in Europe and other parts of the world, to all Americans, whether born North or South of Mason's and Dixon's line. It is our national designation.

The man of 1836, '7 and '8, in regard to property, is rife here at this time; it has risen beyond all calculation, and I fear must have a ruinous fall ere long. The holders of lots scarcely know how much to ask, and purchasers seem to think that lots of land are sure to fill their pockets with lots of money.

### OBSERVER.

The citizens of Norfolk are glad to see, in public meeting, have appointed a committee, consisting of Messrs. Hunter Woods, Charles Harris, Hammond Whitney, W. D. Roberts, Jr., E. C. Robinson, T. B. Irwin, Solomon Cherry and Dr. F. Mallory, to proceed to Washington, in order to induce the Postmaster General to make such an alteration of the schedule for mail service on the Raleigh and Gaston Railroad, as will afford a direct daily connection between that city and Raleigh.

We suggest that the citizens of Raleigh hold a meeting and take similar or some other steps with regard to this connection. It is a matter in which we are vitally interested.

### A TELLING TALE.

The administration of Mr. Fillmore, says the New York Express, was signally abused by the Democratic organs, especially by the Union, in Washington, for its "extravagance," "waste of the public money," "profusion," &c. No administration was ever purer, not even those of George Washington and John Quincy Adams—the purest that were ever had—but it was nevertheless pronounced extravagant and corrupt, just as John Quincy Adams' was. Time, however, Facts and Figures, in the end, set all right with the intelligent mind.

The Register of the Treasury recently issued a statement, from which it appears that the estimates of the Fillmore administration for the fiscal year 1850-51 were \$37,680,017 Appropriations by a Democratic Congress, 47,162,506

Democrats appropriated over what Fillmore asked, \$9,482,489

The Fillmore administration asked in 1851-2, \$33,657,489

The Democratic Congress appropriated 38,162,262

Appropriated over Fillmore's asking, \$4,404,773

So a Democratic Congress in two years gave Fillmore more than he asked, \$13,987,262

Is not further comment unnecessary? But it should be remarked that Congress gave nothing for the defence of the country—nothing for Fortifications, though he asked in 1852, \$730,300—and little or nothing for internal improvements to bring out the resources of the country, though the President asked \$1,155,778. Much of the money Congress gave was wanted in the Indian Department, and otherwise.

### A CANDID CONFESSION.

The "Halifax Republican," whose editor has lately turned loofoo, (and who seeks, by the way, it is amusing to observe, every opportunity of proving that he is no hypocrite in his new faith,) makes the following unguarded, but none the less truthful, admission: "Ever since General Pierce was inaugurated as President of the United States—a station to which he was called by almost the unanimous voice of the American people,—he has been busily engaged in removing Whigs from office, and supplying their places with Democrats." A pretty business, truly, for an Administration to have been engaged in, "ever since" it assumed the reins of power!

CLINGMAN is endeavoring to conciliate and retain the Whig vote of his District, by saying that "he did not make speeches for Pierce—he made them against Gen'l Scott!" And yet the same Mr. C.—in the same District which he issued to his constituents, during the winter of last year, used such language as the following:

"If Franklin Pierce was willing to encounter a storm of opposition and obloquy by opposing the strong Abolition current of the North, as he did in putting down Atwood, merely to sustain the rights of a distant section of the Union, ought not you and I and others, to be willing to make some sacrifices, if necessary, to maintain the great essential interests of our own section?"

The defeat of Gen. Pierce will tend powerfully to deter any Northern Democrat from again standing up for our rights."

"Is it not, under all the circumstances, better that Franklin Pierce should be elected rather than Gen. Scott?"

REGISTERING PASSENGERS.—Col. Perry, on his way home from Washington, writing to the Greenville (S. C.) Patriot, says: "On board the Wilmington steamer, a servant came to me, whilst engaged in reading Uncle Tom's Cabin, and told me the Captain desired me to present my ticket. I obeyed his order, and presented myself before the Captain of the steamer. He inquired my name, which I gave him, with my ticket purchased in Weldon. He then asked my age. I replied that it was none of his business." He insisted, and said that he had to report every passenger to the City Council of Charleston, with their age, residence and place of birth, under a penalty of one thousand dollars; and moreover, he had forfeited that amount if any of the passengers became paupers within twelve months. "Well, my good fellow," said I, "you are in a bad box, if that is your situation; for I fear one half of them are paupers already." You are a ruined man, sir, and your company is bankrupt, even now. It would be well to 'bout your steamer and put back to Wilmington."

### THE SEVENTH DISTRICT.

The contest in this District waxes hotter and hotter. The "Salisbury Watchman" gives an account of the discussion between Messrs. OSBORNE and CRAIGIE in Salisbury, persons of which we submit:

"Messrs. OSBORNE and CRAIGIE, rival candidates for Congress in this District, addressed their fellow citizens of Rowan, at the Court House, in Salisbury, on Tuesday last. It was one of the most interesting political discussions we have heard for years, and we advise the voters of the District to hear these gentlemen by all means—to travel twenty, thirty, or even fifty miles, rather than not hear them. The Whigs of the District, and of the State, are assured that Mr. OSBORNE is doing his whole duty, handsomely and powerfully. His old friends—those who have known him for years—frankly admit, that they have been deceived in him. They have always regarded him as a strong and eloquent debater; but his speech here on Tuesday so far surpassed any thing his friends ever heard from him before, that they were surprised. A most decided point was produced. It was plainly evident that his opponent and his friends felt that the argument was against them, strong and convincing; and that the people of Rowan, as it regards the distribution of the proceeds of the public lands, settled down into an event so much deprecated by all true Americans. His arguments are reasonable—clear—conclusive, and are sustained in a measure by the experience of the past history of the country. Here again, so far as the indication of popular feeling went, the people were with Mr. Osborne. His appeals to the reason and common sense of the meeting were irresistible."

Mr. CRAIGIE takes the opposite ground: He shows that this lust for more land is pregnant with evil. He shows that it leads inevitably to domestic dissensions—will open afresh the dangerous question of slavery—will array the North against the South, and the South against the North—that it may lead to hostilities and a severance of Union, and all the dire consequences of such a course. He is sustained by all true Americans. His arguments are reasonable—clear—conclusive, and are sustained in a measure by the experience of the past history of the country. Here again, so far as the indication of popular feeling went, the people were with Mr. Osborne. His appeals to the reason and common sense of the meeting were irresistible."

Correspondence of the Richmond Mail. MINISTER TO FRANCE. WASHINGTON, May 27, 1853.

I learn from sources, entitled, I think, to full confidence, that the political engine, so long under consideration here, has at length been set on foot. It is to be the work of Free-Soilism, John Van Buren, is to be our Minister to France. The decision has been made for some time, but kept quiet, as it might not have had the best effect on the Virginia elections.—The announcement will not now be made in a noisy and gradual manner, as the South may be able to hear it. Look out, then, for a British of trumpets about "uniting the party," the great question; the necessity of keeping the party together, by "bygones" being forgotten, and a great amount of such party gibberish. At the proper time the Prince will be led out with all his glittering honors on him, as the successor of William C. Rives, at the Court of Versailles. If the South, and even the conservative North, can bear this, then will party obtuse hear any thing. Commerce is necessary. I will only add that what I state is generally understood here to be true, and still it may not be so. Time will show.

### MR. DOBBIN AND THE PUBLIC PRINTING.

How is it that Mr. Secretary Dobbin has given some of the advertisements of the Navy Department to leading Abolition papers in New York? Rewarding Free Soil papers by the bestowment of the patronage of the Government, and to the exclusion of the old line Democratic papers? One of the papers thus rewarded by the Secretary of the Navy, declared, we are informed, but two months since, that it would never cease to repudiate the Fugitive Slave Law as unconstitutional and wicked! While another "always did oppose it and has never yet indicated the remotest adhesion to the platform of the present Administration."

We again ask why does Mr. Dobbin encourage agitation by conferring the patronage of his Department on Abolition and Free Soil Journals?—Wt. Herald.

### SEABOARD AND ROANOKE RAILROAD—CONNECTION WITH NORFOLK, &c.

An adjourned meeting of the Stockholders of the Seaboard and Roanoke Railroad Company was held at their office, in Portsmouth, on Wednesday and Thursday last. Arrangements were made to fund the floating debt of the Company, which will relieve it, we learn, from its existing embarrassments.

We understand that resolutions offered by Dr. Kane were adopted, which provide for connection by ferry with the railroad. The Company have offered to appropriate a part of their wharf and dock at the foot of High street, for the purpose of facilitating the Norfolk ferry connection, and they have pledged themselves to permit cars laden with freight destined for Norfolk, to cross without breaking bulk. Also to have an agent in Norfolk. The President and Directors were instructed to carry all the contemplated arrangements into effect without delay, and every disposition was manifested to place the trade of Norfolk on an equal footing with other towns, and to do so as full justice.

### CHINESE SAILORS.—Ships trading between New York and China now employ Chinese sailors, to a considerable extent, on account of the scarcity of seamen of another race. It is said they work cheap, are docile, obedient, expert and industrious, and in every other respect make excellent sailors.

Washington territory is rapidly filling up with emigrants. There are fifteen saw-mills in operation in the territory, besides several others in contemplation. A large number of persons are engaged in the lumber business, which has increased very greatly.

AMERICANS IN LONDON.—Private letters from London speak of the great influx of Americans into that city since the first of May. In two days before the last accounts received per Europe were written, three hundred and fifty Americans arrived in London.

The people of Elizabeth City, N. C., are agitating the question of a railroad to Norfolk.

### EXTENSION OF THE N. C. RAIL ROAD.

It is not time for the friends of the Extension of the N. C. Railroad from Goldsboro' to Beaufort, to come to some decision as to what they will do in the premises? On a visit to Beaufort last week, we found that the people of Carteret are, as a natural thing should be, ardently in favour of connecting the Atlantic at that point with the West. But we must say, that in general, they appear to be too much like the Railroad men this way. They are zealous enough in talk, but too backward in action. We may be over sanguine in our estimate of the importance of this extension to Carteret, but we hazard the opinion that if the people of that County would subscribe upon the basis of the charter granted by the last Legislature, for extending the Road, two thirds the value of all the property in the County, and could thus secure the building of the Road, that they would be, in the long run, the decidedly gainers by the operation. As more directly interested than any other portion of the State, should not the people of that County come boldly up to the work, and set an example of venturing largely, if adventure there is in the case, for the sake of securing a speedy completion of this important work?

But to come more directly to the point, what is the first step now practicable to take? Clearly, a survey of the route. \$4000 we think was the sum appropriated by the last Legislature for a survey, and if we mistake not, (not having the act before us) the Governor was authorized to appoint a competent Engineer, and have a survey made. Has the Governor made any movement yet to carry out the provisions of that act? We are not apprised of any necessary for carrying out the act, and we think action should be immediate. The practical objection of building a road over the proposed route, we presume, no one questions, and the engineer will doubtless so report after his survey. But the details, the location of the road, the best route, the estimated expense, &c. &c. can only be ascertained from a survey. The sooner these details are settled and made known to the public, the sooner the people will arrive at some definite decision upon the question. Governor Reid, it appears to us, should not in the premises act at once.

Should the report of an Engineer be favourable, as there is every reason to believe it will be, the next question will be, how shall the road be built? Three methods suggest themselves, by either of which the work can be accomplished, if those interested will but come up in the proper spirit to the work, and take hold of it with a due degree of energy. One is for the Legislature, waiting for another session of the Legislature in order to procure a more favorable charter, to take right hold of the matter in earnest, and, if possible, get the amount necessary to build the road subscribed by individuals under the plan of the bill introduced by the late Legislature, until a trial is made, whether or not stock would be taken in some of the Northern cities? The true way is to build it ourselves, past all doubt, but if this is found impracticable, it will not be worth while to refuse the aid of Northern Capital, if it can be had on reasonable terms, without compelling the same end, and the one perhaps towards which public expectation is more generally turned at this time than any other, is to wait the meeting of the next Legislature, and then press for a more favorable charter than that granted at the last session, in which the State will take two thirds of the stock. The principal objections to this plan are, that it will at best be attended with further delay, and that too much uncertainty awaits upon the result.

There is another way in which the road might be built and which would be a temporary loss to the State, but she would soon be amply remunerated in the increased value such a work would give to property, and the stimulus it would give to every branch of productive industry, and thus enable and render willing our citizens to pay her what she might require in the way of interest, and the increased revenue. This has been done by some State in some cases perhaps from necessity, but it has in the long run, worked almost uniformly to the advantage of the State. We merely throw out this latter suggestion, by way of pointing out the different schemes for building the Road that we have heard of, and leaving it to the Legislature to bring to adopt it, might be the most certain to secure the desired end. This is to let the State, through the Legislature, be authorized to subscribe for the whole Stock necessary to complete the road, and build it and then to sell out the stock for whatever it would bring to individuals. This might involve a temporary loss to the State, but she would soon be amply remunerated in the increased value such a work would give to property, and the stimulus it would give to every branch of productive industry, and thus enable and render willing our citizens to pay her what she might require in the way of interest, and the increased revenue. This has been done by some State in some cases perhaps from necessity, but it has in the long run, worked almost uniformly to the advantage of the State. We merely throw out this latter suggestion, by way of pointing out the different schemes for building the Road that we have heard of, and leaving it to the Legislature to bring to adopt it, might be the most certain to secure the desired end. 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