SPEECH OF JOHN A. GILMER,

On the Bill making general appropriations for works of Internal Improvement, delivered in the Senate, December, 1852.

Mr. Speaker: I have no desire to be tedious or to detain the Senate unnecessarily, for there is nothing more unpleasant than to address an impatient audience; yet such is the magnitude of the subject and so important will be the result of our present deliberations, that I feel bound to deliver my views and opinions. In my judgment, sir, there has been no question before the Senate of more importance; nor do I believe there can be a question presented to which the true interests of North Carolina are more deeply involved, than is the bill now before us.

I am sir, in favor of extending the Central rail road to the harbour of Beaufort; and I am for voting sufficient aid in the shape of the credit of the State to enable enterprising individuals to accomplish this work, whatever be the amount required. I am still more heartily in favor of extending this great Central road to the Tennessee line, so as to effect wider communication between the capacious and commodious seaport on our Atlantic coast and which has been so well described and the teeming valley of the Mississippi. I am also for completing a work that is already commenced, to wit; the improvement of the navigation of the Cape Fear river; a work whose completion will assist in the development of the inexhaustible coal fields which border upon it.

I am likewise, sir, in favor of improving the Yadkin and Catawba rivers; and am honestly of the opinion that these various works added, as is proposed, to those, completed and in progress when they are all accomplished, will contribute to the prosperity of the State an amount compared with which the proposed appropriation will dwindle into absolute insignificance.

This is the opinion with which I set out; will any one dare to dispute the general proposition? And if the proposition is not denied, what excuse can be urged for not shouldering the responsibility of the necessary appropriations?

But, sir, if no one will deny the general proposition in words, it is too often discredited in the action of our public men.

We have crawled along with our improvements—aye, sir, crawled along, without daring to make an effort to stand or to walk.

And, sir, when with fear and trembling we have raised ourselves up for a moment, from our creeping posture, we would not trust our strength: we would seize hold of adventitious aid, and stagger hurriedly from pillar to post.

Now I contend that we can stand alone—that we stand sir, and walk, and run too, if need be as fast as our neighbors in the race of improvements. My attachments to my home, and my State pride forbid me to think otherwise; and, sir, the most careful consideration which I can give to the subject drives my judgment to the conclusions so congenial to my feelings and to all the instincts of my heart. Yes, sir, North Carolina *can* stand alone; and, sir, if I could but infuse my own spirit into this assembly, she *should* stand and walk, and trample beneath her feet the scoffs of all her slanderers.

But, as to the question, the great question of our ability to stand alone:

That Beaufort harbor is the best in the world, all admit; all admit its great superiority to the ports of New Orleans and Charleston, and even Norfolk, in many respects; and all admit also the absolute necessity for a great Southern seaport city. The independence, the dearest interests of the South demand this; and none will deny that the produce of the Mississippi valley if, shipped at any one point, would, if the port permitted, build up the largest commerce in the world.

Well sir, we then have these conclusions admitted, to wit: the capacity and advantages of Beaufort harbor, and the amount of produce to be West, if centered there, to build up an immense city. The connecting link is wanting; and nature, so kind to us in many respects, has not herself made this connecting link.

A navigable river flowing from the Blue Ridge to Beaufort all agree would bring to it the commerce of Virginia, South Carolina, and of much of the Mississippi valley; towards this river all the improvements of the neighboring States would finally converge.

Now, sir, the single question to be solved is, will a railroad answer the place of a river? I do not contend, Mr. Speaker, that for commercial purposes, a railroad is equal to a river; it is not so cheap a means of getting to market, and for very heavy freight it has its drawback. On the other side the railroad is the most expeditious mode; and in this age of telegraphs and of speculations through the telegraph, expedition and speed is often more important than cheapness.

But as far as much of the country is concerned, which it is proposed to make tributary to Wilmington and to Beaufort and Newbern, it can have *no* outlet to market except by railroad; and sir, it is an extensive, a rich, and a promising country.

In this condition is western Virginia, western North Carolina, western South Carolina and Georgia, and much of eastern Tennessee; and of this region I contend that the port embraced in our own border will amply sustain a railroad, will build up our seaport into large cities, and is of sufficient importance to demand an outlet to market.

Now, sir, let us calculate for a moment—

Let it be borne in mind that in the first place the land in the middle and western North Carolina is *universally* good.

There is no such rank and exuberant soil as is found in the eastern counties where lie the best corn lands in the world equal to the tobacco lands on the Roanoke or the cotton lands on the Mississippi or Red river. But on the other hand there are no barren wastes—no deserts and not even any unproductive plantations. The soil is naturally good everywhere—the climate is suited to the growth of all the productions of the temperate zones, and every acre of land is susceptible of the very highest state of improvement. And all this, sir in addition to the water power the cheapest and most abundant in the world; in addition to the gold, the lead, copper and iron with which all our hills are enriched—in addition to the inexhaustible stores of timber, and the many natural vegetable productions, important for medical and household purposes, with which the country abounds.

In the second place, this fine country is settled by a population equally good and improvable.

They are the most hard-working and economical people in the world; long accustomed to hardships, for the want of a market, they have learned to shift in all sorts of ways, to economize, and to turn every thing to the best account. They are proverbial for sobriety and morality—their industry, perseverance, energy, are not surpassed.

In the third place, *all* the productions seeking a market from this country would be compelled to take the railroad; there would be no rival routes.

The produce of Ohio come from a highly favored country—in some places every man is his own shipper, and the produce of the country seeks the ocean on a thousand creeks, rivers, sounds and inlets.

When the iron road penetrates our upland regions, it will be our ocean; there will be no other outlet to divide the trade and travel.—Hitherward will be directed all the other improvements—to this great artery will flow all the other veins.

Every rill and branch and creek and river will pour in its tribute to swell the mighty current; and by the time it reaches Raleigh it will be indeed a torrent! Think of it for a moment! Look at the counties of Orange, Alamance, Randolph, Guilford, Stokes, Forsythe, Davidson, Surry, Yadkin, Davie, Cabarrus, Rowan, Iredell, Alexander, Catawba, Lincoln, Gaston, Rutherford, Cleaveland, Burke, McDowell, Caldwell, Wilkes, Ashe and Watauga on this side of the mountains; every acre of each one can be tilled to advantage, and every article of produce made in each for market, will have to go over the Central railroad. From each will grow corn, wheat, tobacco, hay, oats, rye, fruits, potatoes, wool, butter, cheese, &c., &c.; and to each in return will pass over the Central road *all* the salt, sugar, molasses, dry goods, &c., which they use.

It is no exaggeration to suppose that the exports of these counties, by the time the road is completed, will amount to some eight or ten millions of dollars, their imports to six or eight millions; and we know that the completion of a road through their midst will very soon double and treble their productions. Then sir, will the vast water-power of the country be turned to account; and there will be a great accession of business on the road, fabrics going from the factories to the markets of the world, and the raw materials coming in.

This is a slight view of the cis-montane trade: and then let us look across the Blue Ridge to that magnificent and fairy land which lies beyond! Where is a more beautiful, a more grand or inviting region? Who can describe its enchanting scenery, its delicious climate, its delightful attractions. To the pleasure-hunter, the invalid, the mineralogist and botanist, it is the most interesting country in the world; and all, sir, that it needs to bring to it, annually, swarms of such people, is the means of getting there.

Now, sir, look eastward from here. We behold a vast level, once covered by the sea, and left rich by its receding waters.

There is no soil to compare with it; but sir, the only causes which have rendered it so valuable as an agricultural country have also at certain seasons rendered it unhealthy. It is no disparagement to say the country is unhealthy at particular times, and if it were not, sir, it would have too many advantages.

Now the inhabitants of this rich country are in the habit of leaving in the summer for health and pleasure; and at the watering places of Virginia, at Saratoga, and at all the cities and bathing places of the North, they are found in droves thus scattering in other States much of the money which they realize from their exuberant crops, their fisheries and forests of Cypress and Juniper.

Suppose our railroad to the Tennessee line was completed; why the summer tourists alone from our eastern counties would almost sustain the road, while they would save at least half the sums they annually spend, in finding health, and pleasure nearer home, their money with interest, returning to them every spring in orders for fish and oysters.

I know, sir, that our eastern fisheries are very extensive and important—among the most important of the world—but sir, give us the means of getting at them from the upcountry, and I'll agree to engage every shad, herring and rock caught in the eastern waters every year at cash prices. The railroad will bring the Blue Ridge down to the Atlantic—space will be annihilated, and the mountains will dip their bases and reflect their tall shadows in the broad waters of the Pamlico. Fish still fluttering, oysters still breathing, would be thrown on the tops of the mountains; and while all your fish and oysters would thus be purchased by your own money, your young folks and your old people, your invalids, your pleasure-hunters, your school-boys and your ladies would swarm through our mountains, and every hill and valley, every rugged steep and fairy dell be peopled in the summer months with gay parties and musing loungers.

And, sir, this mountain region is not important merely as a place to go for health and comfort in the summer: it is one of the richest mountain regions in the world, abounding in mineral and agricultural resources, with water power to turn all the machinery of the world, and timber enough to build it; with rich pastures, natural meadows and magnificent fruits.

But, sir, there is another point in which as view this matter. I speak of our duties to statesmen to the people of this fair upland and mountain region. They are cut off from the markets of the world; and while their productions are generally of a bulky character, they have to be hauled a distance of at least a hundred miles.

The difference in freight by wagon and railroad transportation is two thousand *per cent.*, or nearly that: that is while it costs one dollar or one dollar fifty cents *per* ton of freight for every 100 miles on the railroad, it costs twenty dollars by wagon.

And, sir, two tons are a very heavy wagon load; and for every ton so hauled, there must be a good wagon and five or six spirited horses. This is a slow as well as expensive way of going to market; but a very few of the kinds of produce made can be so transported, and the price of these may change five or six times before they get their destination.—Thus our people have no inducement to improve their lands; and it is a familiar fact with us, astonishing as it may be to you, sir, and to our eastern friends, that it is harder to sell than to make.

We do not cultivate half the kinds of produce that we can raise in abundance; and of the articles that we raise, we do not produce the tenth part of the amount that we would if we could get it off our hands. This is *our* great trouble; it takes one half of the year to get off what we make during the other.

We will suppose that the price for hauling by wagon is 75 cents per hundred weight for one 100 miles; and suppose that it will generally equal in value according to weight the article of flour.

When flour sells at $3 per hundred the cost of getting to market is exactly one-fourth of the value of the article hauled; and putting this as the average of all the exports, then the country exporting ten millions worth is taxed two millions five hundred thousand dollars annually! One twentieth of two millions five hundred thousand is one hundred and twenty-five thousand; and this would be the railroad cost of getting to market, saving two millions three hundred and seventy-five thousand annually of tax paid for the exports. The tax for five or six millions of imports would be at least half a million; and one-twentieth of this would be twenty-five thousand dollars.

Now, sir, the counties named can easily export ten millions worth annually; and this would not be an average of more than $400,000 an amount less than that realized in the county of Bertie from exports, while Bertie is very thinly settled, and not a tenth of the productive land in cultivation. Then sir, we may safely estimate that middle and western North Carolina lose annually two millions of dollars for want of internal improvements; and in five years this would amount to a sum twice as large as that which, by the help of individuals it is calculated would cover the the State with improvements. This is a startling calculation, but it is literally true; every western county, if it had the inducements, could easily export as much as the rich and delightful county of Bertie exports and what the aggregate would be any gentleman can cypher out.

Take, for instance, Orange, Alamance, Guilford, Stokes, Forsythe, Randolph, Davidson, Surry, Yadkin, Ashe, Watauga, Davie, Rowan Cabarrus, Iredell, Alexander, Cleveland, Caldwell, Wilkes, Burke, McDowell, Rutherford, Buncombe, Yancey, Haywood, Macon, Henderson, Cherokee, Madison and Jackson, and suppose they could export an average of $300,000, (and the little county of Pasquotank does this,) it would make over $9,000,000. If such is the present amount of their exports, they pay for it $2,250,000; of which, by railroad, they would save at least $2,100,000; and if they do not now expend half of this amount it is all for the want of means of getting to market.

Nor will it do to say that a railroad would destroy the vocation and the profit of wagoners. It is a singular fact that, though the producer pays one-fourth of the value of his article to get it to market the carrier makes nothing. A railroad would actually increase the business of these—their number would be multiplied and hauling shorter distances with more to do and sure certain business their profits would be enhanced. Sir, when the producer is making all those who carry and trade in his articles can make; when he can make nothing the carrier cannot make. Now, they share the loses and labors between them; with a better state of things they would share the profits.

And, Mr. Speaker, let me tell you a secret—a secret worth knowing, and one which if generally known, would change the sentiments of many gentlemen on this floor in regard to the proposed bill. That secret, sir, is this: that the more you tax a State, up to a certain point, for works of internal improvement, the lighter you make the taxes in proportion to the means of the people. This, sir, is not paradox; and let me proceed at once, and with a very few facts, to demonstrate its truth.

I hold in my hands a memorandum, which I will read:

The report on the last census shows that "The *Farm lands* of the United States are set down as amounting to 118,457,622 acres of improved and 184,621,348 of unimproved; total 303,078,970 acres, worth in the average $10 per acre. The average value of the Farm lands of Massachusetts, Rhode Island, Connecticut, New York, New Jersey, and Pennsylvania is about $30 per acre. (New Jersey highest, Pennsylvania lowest;) while Maine, New Hampshire and Vermont average about $15 per acre. We are rather surprised to see the Farm lands of North Carolina, South Carolina, Georgia, Alabama, Mississippi, and Tennessee, valued in the average below $5 per acre. Should the average be made in North Carolina alone, I fear it would fall on the average as low as $2 per acre.

In connection with this statement I may remark that three hundred millions of dollars would be a liberal estimate of the present value of all the property of the State, real, personal and mixed; and that to make this amount the land will have to be valued at an average of at least two dollars *per* acre.

Now I will not contend—I might contend but I will not, that a liberal system of internal improvements would bring up our lands, to an average equal to that of Pennsylvania and New Jersey; but I will insist and challenge a denial of the proposition that it would at least treble the present valuation, bringing up the lands to an average of six dollars *per* acre. I will also boldly assert that the value of personal property would be trebled—I ought to assert and maintain that it would be increased ten fold in ten years. Take a single fact; the coal on Deep River may be estimated at one hundred and fifty millions of tons—a very low estimate. This may be valued at one hundred and fifty millions of dollars; and to develope this will require an investment in boats, wharves, houses shops, factories and villages of one hundred and fifty millions more. Thus the improvement of the navigation of the Cape Fear would alone add as much to the value of the State as she is now worth; and it would be much below the mark to assert that an appropriation of five millions of dollars would bring up the valuation of the State from three hundred millions to one thousand millions of dollars That is, five millions would yield seven hundred millions, being taxed at the rates which our present three hundred millions worth is taxed would pay for all the improvements. Thus, though the aggregate amount of taxes would be enormously increased, the rate of taxation would remain; and these taxes would be collected from a people more happy and contented and a population rapidly increasing with the pleasure of existence multiplied ten fold.

But this is not all. In such a state of things the taxes would be more equally diffused over the State; and our rich eastern friends would no longer have the sad luxury of complaining that they paid all the taxes.

Nor is this all yet; for if our 300 millions should be increased to 1000 millions, our improvements would become capital investments, and more than pay for themselves. They would be overcrowded with business; and their income would pay back the cost of construction while they would be adding so prodigiously to the taxable property of the country. Our treasury therefore, would overflow; and then, sir, we could add new and large sums to our Literary Fund, and make arrangements for the education of every child in the State.

All judicious improvements are ancillary to each other; and all combine to develop that chief growth of earth, man, to stimulate his powers, to ennoble his faculties, and to minister to his happiness.

All these improvements tend to multiply employments; and this is a fact which universal experience oppose theory. It was once thought, and some reasoning *a priori* will contend, that the invention of Labor saving machines throws people out of employment; but such has never yet proved to be the fact. Take a State without improvements; there are but one or two callings, and these are a laborious and pay badly while a vast portion of the population are driven off or left in idle poverty. Take any state on earth with many improvements, and we find an opening for every body. We all know that mankind are created with an infinite variety of states, aptitudes and necessities, mental, moral and physical; and unless improvements open a wide field for diversified talents the major part of the people are left to pine with intolerable lassitude, are driven off or rust away in ignorance and dissipation.

In States without improvements a miserable languor seems to emasculate the public mind—there is no excitement but in politics, or in vice and life is robbed of more than half its charms. In a well governed State with improvements all is life and bustle, energy and hope; every step is quick and elastic, every face is ruddy with the glow of health, produced by virtue-improving labor.

The mechanic, the agriculturist, the inventive genius, the mathematical genius, the engineer, the gardener, the pomologist, the man of calculations, the tradesman, the mariner, the scholar, poet, historian, schoolmaster and philosopher, the adventurous and the timid, the strong and the weak, the coarse and the refined all find employments suited to their several tastes and capacities, all find their right level, and all fall into and carry out the law of their nature, and thus are happy.

Thus, sir, our feelings of pride for the honor and independence of our State are appealed to—our sense of duty as legislators is appealed to by the absolute necessities of the people; while considerations of a high moral and philosophical character should press home upon our better judgments, and lifting us above the smoke and dust of party, above the mire and filth of demagogues, above the paltry considerations of place of office, place us on that statesman like elevation whence we can view a magnificent panorama, needing but our voices to become a glorious reality.—The means are easily raised—they will fall lightly on those looking to the general good, and seeking to restore new life to the energies of our invalid commonwealth—the deprivation small and momentary, and the end certain, near at hand, and worth a thousand times more of exertion, risk and expenditure, than those that are asked at our hands.

Then, sir, let us rise to the dignity of statesmen—let us for a moment forget our petty cares and strifes, and march up to the responsibility making this the brightest day in our calender, and this assembly the memorable one in the annals of our State. Why not make a declaration of independence, and following in the footsteps of those who have made this way glorious, pledge our lives, our fortunes and our sacred honor to redeem our declarations! A giddiness stood before them—the worst that we have to fear is banishment for a time from this hall, which many now affect to regard as a prison.

Seven years of hard battle, of toil, and loss, and suffering, it took giants of '76 to accomplish their work of independence; let that time, and a much less part of their hardships will consummate our independence, and cover North Carolina with the mantle of gladness—will build up our seaports, drain off her swamps and her miasmas together, ditch off and hedge in her wide eastern champagne, convert the sedge on her upland hills to blushing orchards and golden harvests, people her blue mountains with youth and beauty, love and pleasure—will awake the silent echoes of the romantic Catawba with the clatter of machinery, and cover the solitary Yadkin with fleets of well-freighted boats, cause villages factories, and cities to spring up on the shores of the old Cape Fear, multiply the wealth and productions of the great Roanoke, and bind in bonds of indissoluble interest, pride and affection, the Albemarle, the Pamlico, the Cape Fear and the mountains, marrying the east to the west, with a rich dowry on each side, with a good prospect of a perpetual union of love and interest, and a glorious offspring of bounty, manliness and power.

But, sir, this is not all nor half the plan proposed looks to the redemption and independence of North Carolina, and it will certainly accomplish these desirable ends. It will bring a market to all our counties; it will deliver us from our vassalage to Virginia and South Carolina, vastly multiply the wealth of our people, lessen their toils and increase the pleasures of living. And as I said, this is not all nor half; when we have got this for we will have doubled our population, trebled our products and filled the State with factories.—And, sir, our works will pay and sustain themselves, and they will have built up our seaports, and turned all our produce and all our fabrics in that direction. When this happens—when our agricultural, mineral and manufacturing resources are but half developed by a wise system of improvements, they will make our State a great State, make all our improvements profitable, and enrich and increase in population our Atlantic cities. Then, sir, when all this happens, and it is feasible and easily accompanied; when all this happens, we will have but begun our great career. We will not only have achieved our independence, have broken loose from bondage, but we will be ourselves on the broad highway to empire.

We will have the best port on the Southern Atlantic—it will be the nearest to Liverpool, the half way port the dinner place between Europe and the mighty country of the Amazon; and long arms of this port will be thrown out to the exuberant valley of the Mississippi. On *our* coast will be *the* great Southern City—hitherward will come the wide and far southwest, and hither will be driven even proud South Carolina and Virginia.

But, sir, I forbear; I will not draw the picture which gleams visibly before me in that not distant future. I deal in *facts* and not in *fancies*; and, sir, I am a matter of fact man, and have but little imagination. Yet so glowing is the picture which I see—so bright and grand and enchanting, that I fear to sketch it, less some ardent friend of the State might insinuate that much zeal had made me mad.

It remains only to ask what deters us from realizing the hopes which we might justly entertain? Mistrust of the people—fear—party-spirit and sectional prejudice! these are the curse of the North Carolina. We underrate the intelligence of the people; we gratify our own narrow views in voting down liberal measures and then saddle the blame on the people.

Sir, the people of North Carolina are more intelligent than they are represented to be in our legislative halls; and sir, the popular heart and instincts, educated or not, are oftener just and liberal than otherwise. For one, I will trust the people; and if we would all do it—if we would pass this bill by common consent and go home and throw ourselves on the generosity and discrimination of the public, fighting for one upholding each other, we would overwhelm all opposition.

For one sir, I would try it; I boast not of courage, but when conscious that I am right, I know not what it is to fear. I am willing to make this experiment, to sink or swim, live or die politically, in one great struggle to redeem North Carolina.

And, sir, in this I would know no party. I would be willing to lay aside all party feelings; strong partizan as I am, to forget the names of whig and democrat; devoted whig as I am, to embrace, fraternize with brethren on the other side of this chamber, and form a new party and devote myself to it—a party of North Carolinians—a party devoted to the interests of our people—to the honor and welfare of our children—a party opposed to all parties—a party to rescue North Carolina from dishonor and poverty, and rags, to clothe her in purple and soft raiment, and place her high before the world as worthy of its respect, and worthy of the affection and veneration and devotion of all the people.

And, Mr. Speaker, I can forget section in this place—sectional prejudice, that most baneful of all the feelings of the human heart, next to fanaticism. And like fanaticism it springs from a good cause—it is a perverted virtue, a noble sentiment run mad.

Its ravings have ever disturbed our legislative halls—it utters its wild and fierce curses on all our enterprises.

Sir, I love my home, the place where my fathers lived and where they lie buried, endeared as they are by a thousand tender recollections; and I am proud of my home, and of its people, and I will speak for them here and everywhere and fight for them when they are assailed.

But, sir, for the very reason that I love my home, I love North Carolina in which that home is situated—North Carolina, the sovereign who guards and protects my home, and whose honor and shame are part of my own. When, therefore, a bill like the present is before us; when the true and paramount interests of that State are at stake, I know no section, no east nor west, but only North Carolina, one and indivisible, my sovereign and the hope of my children.

To unite the State and break down all prejudices of section—to bring the east and west together, is one object of this bill; and Mr. Speaker, if only this could be accomplished, it would be worth all our pains, and be the greatest achievement yet witnessed in these halls.

Even for this—for this alone, I would be willing to be sacrificed; yes, sir, if I could but see sectional prejudice, that hateful tyrant, die, I would be willing to fall also to rise no more as a politician.

But if we could kill it and also redeem North Carolina—if we could pass such a bill as this, and start North Carolina on a bright career of prosperity, glory and happiness, then, indeed would I most cheerfully surrender all my hopes of preferment, if that surrender would purchase the result, and proudly die in triumph!

SABBATH TRAVELLING.

The Old School Presbyterian colony to Oregon, which was formed by Rev. J. A. Hanna, of families from Illinois and Kentucky, and started during the past Summer for their destination, has been recently heard from. The colony experienced great reverses. The company disbanded and separated before they reached the territory, and Mr. Hanna and his wife entered Oregon alone.—The captain of the company, with twenty-one persons, refused to rest on the Sabbath; and proceeded on their journey, but Mr. H. says this division was afterwards severely scourged with sickness and death, and reached the valley eight days after those who rested. The resting party had good health, and no deaths among them.

PRESIDENT FILLMORE.

The New York Commercial says: A letter from Washington informs us that it is the determination of some friends of the colonization cause, to make President Fillmore a life director of the American Colonization Society, by the payment of one thousand dollars. The members of the Cabinet, officers of the army and navy, including Gen. Scott, and many others have already contributed.—There can be no doubt of the sum of $1000 being easily raised for such a purpose, but we suppose it is desirable to double or treble the sum, as whatever it may amount to will be appropriated to the sending out of emigrants to Liberia. Contributions may be remitted to the Rev. J. H. Danforth, Alexandria, Va.

COUNTERFEIT.

We were yesterday shown a counterfeit $20 bill on the Commercial Bank of this town (says the South Carolinian.) The note has a villainous look, bad paper and badly executed. The head of the vignette runs into the curved line at the top of the bill "Columbia, South Carolina." The signatures of the Cashier and President, J. A. Crawford and A. Blanding, are evidently written with the same ink. The word "Twenty," on the left hand lower corner of the bill, is very much blurred.

WHAT SAVANNAH IS DOING FOR RAILROADS.

The City of Savannah has subscribed half a million to the Savannah and Pensacola Railroad, and now, Messrs. Screven and Roberts, who are canvassing the citizens for private subscripitons, report stock taken to the amount of $300,000, making in all, the sum of $800,000 secured, by Savannah, to the Pensacola Road.

NEGROES IN CANADA.

Some of the Canadian papers are taking ground against the influx of negroes into the Province, viewing it as a present injury to their property, a drawback to their social progress, and a source of much future trouble.

An old farmer, about the time that the temperance reform was beginning to exert a faithful influence in the country, said to his newly hired man:

"Jonathan, I did not think to mention, when I hired you, that I think of trying to do my work this year without rum?"—How much must I give you to do without it?"

"Oh," said Jonathan, "I don't care much about it, you may give me what you please."

"Well," said the farmer. "I will give you a sheep in the fall, if you will do without."

"Agreed" said Jonathan.

The eldest son then said;

"Father, will you give me a sheep if I will do without rum?"

"Yes, Marshal, you shall have a sheep if you will do without."

The youngest son, a stripling then said:

"Father, will you give me a sheep also, if I do without rum."

"Yes Chandler, you shall have a sheep also, if you do without rum."

Presently Chandler speaks again:

"Father hadn't you better take a sheep too?"

Swollen mouth is a malady which sometimes attacks whole flocks of sheep and becomes quite fatal. Mr. Morrel states that he has had the disease in his flocks, and cured it immediately by smearing the diseased lips with tar.

The Rev. Bishop Ames, of the Methodist Episcopal Church, sailed from New York on 20th inst., in the Illinois, for California.—W. H. Aspinwall, Esq., President of the Pacific Mail Steam Ship Company, sent the Bishop, unsolicited, free tickets for the through passage, accompanied by a kind letter.

☞ It is estimated that at least a million and a half of persons saw the Wellington procession. The sitting accommodations at the windows and roofs of the various houses on the line served for about 200,000 or 300,000. The Queen and her children looked from St. James' Palace. The American Minister joined a party of his countrymen, invited by Mr. Peabody, to the London Coffee House, which is situated within a few hundred yards of the Cathedral.

Coal has recently been discovered in the State of Illinois.

THE STAR.

NORTH CAROLINA

Libertas et natale solum.

RALEIGH, January 12, 1853.

V. B. PALMER, the American Newspaper Agent, is the only authorized Agent, for this paper in the cities of Boston, and New York and also is our principal agent in Philadelphia, and is duly empowered to take advertisements and subscriptions at the rates as required by us. His receipts will be regarded as payments. His offices are BOSTON, Scollay's Building; NEW YORK, Tribune Buildings; PHILADELPHIA, N. W. Corner Third and Chestnut Sts.

☞ The election of Municipal officers for this City will take place on Monday the 17th instant.

☞ We are indebted to the "Standard" for the debate in the Senate on our first page.

☞ We have omitted heretofore, to state that President White of Wake Forest College, has been unanimously re-elected to that office by the Trustees, and that he has consented to remain.

☞ We must advise our readers not to take notes on Banks located in the District of Columbia. There are many bills in circulation professedly issued by Washington City Banks which have no existence.

The speech of Mr. Gilmer of Guilford delivered in the Senate on the Internal Improvement Bill, will be read with interest.

OUR CITY.

It is gratifying to us to witness the evident signs of improvement in our beautiful City.—Mechanics and tradesmen seem to be busily engaged at remunerating prices. The first of the year, exhibits not only the usual but increasing demand for houses, and rents are high. We have seldom known negroes to hire at such exhorbitant prices. Men servants command readily $125, and cooks and house maids from 40 to $75.

THE WEATHER.

Notwithstanding the unusual prevalence of damp, wet weather, our winter has been mild until recently. On the night of the 4th, we experienced a considerable snow storm, but the appearance of the warm rays of the sun next day, soon dispersed it. At our present writing, we have delightful spring weather.

PORK.

The demand for this necessary article is much beyond the supply. Engagements have been made, we understand, from $6 50 to $7 50 per hundred. Our roads are in such bad condition, that but few hogs have arrived.

THE LATE LEGISLATURE.

There appears to be a general disposition to charge upon the last Legislature, a fearful dereliction, on account of the length of time consumed in the session. We have no apology to make, for the waste of time and the forcing into the few last days of the session so much important business; but when we consider the close party complexion of the body and the many exciting political subjects introduced, it is difficult to conceive how they could have moved on more rapidly. On a review of what was done, it will be found that the body could not have been idle. About the usual number of Acts have been passed, and but for the failure of a few important bills, it might have been considered a profitable session. Unfortunately for the Assembly, the numerous private bills which might have been easily and properly disposed of at first, were deferred until the last. Many of course were hurried through in a crude state, which doubtless will require future legislation to perfect. These could not well be overlooked, as they involved so many local interests, and consequently they interfered with the success of measures of more general importance. In future we hope the body will do better in this respect. Let them first consider and perfect the private and local legislation necessary, and then having clean decks and a wide berth, they may put the ship to sea and bide the storm.

THE WHIGS OF THE LEGISLATURE.

It is a subject of frequent remark among our Democratic friends, that the whigs are poor managers. There is too much truth in the remark, as the history of the past in this State will show. They are seldom guilty of party tricks. Manœvuring and trickery form no part of their creed; and as a general thing, they are mere novices at such a game, when compared with the Democrats. But there are times when they out-Herod Herod. When driven to desperation by the relentless and domineering spirit of the Democrats, they display considerable generalship. Such was the case during the late Legislature. Though in the minority by odds, incapable of moving a peg under the application of strict party screws; yet roused as they were by the unjust and illiberal demands of their opponents, they succeeded in carrying every election in which they took an interest, and actually accomplished more in the defeat of the Democrats, than they could have done perhaps, with a bare majority. We have seldom seen the Democrats so sore under the infliction of any punishment so well merited. Let them cease their ravings. The Whigs gave them "goss," but they deserved it—all of it.

MESSRS. SAUNDERS AND SHEPARD.

These gentlemen it appears, who have hitherto been regarded as leaders in the Democratic ranks, are about to be read out of the party for the unpardonable offence of having been voted for as U. S. Senators. They are charged with the capital crime of having defeated the Democrats in an attempt to misrepresent the good Old North State in the U. S. Senate. Of the Democratic nominee Mr. Dobbin, we have nothing to say. If our State were Democratic, he would no doubt represent her well in the national councils; but in the absence of sufficient proof to convince us of that fact, it strikes us as being fortunate for the State that there were found in the Democratic ranks men of sufficient courage to present his election. As to Mr. Shepard, who is supposed to be committed thoroughly to the entire policy of the Democratic party, the charge may lie with some force; but why Gen. Saunders should be classed in the same category, who so publicly and emphatically ignored the schemes of the Democrats in at least two essential particulars, is not so clear. Such however, seems to be the settled policy of that party. Party men must swallow party schemes, whether palatable or not. Private views and interpretations of public affairs, must succumb to the authoritative dicta of the Democratic Church. A man on becoming a Democrat must hold no doctrines which are not endorsed by the party, and must blindly follow in the lead of the self-constituted Sanhedrim of the party and work well in the traces, however galling they may be, or be disfranchised. But Gen. Saunders and Mr. Shepard dared to be willing to be voted for, when the party had designated another! Is there any harm in that?

THE TEMPERANCE MEMORIAL.

Whatever may be the views entertained by the public mind, as to the *expediency* of passing a law prohibiting the traffic in spirituous liquors, it is evident, that the unceremonious manner in which the subject was kicked out of the Legislature, can have no other effect than to embolden the friends of reform to press the matter to its utmost limit. The reception and printing of the counter Memorial by the Senate, will serve to kindle the fire. What the result will be, time only can determine; but the advocates of reform will suffer us to admonish them against all *intemperate* appeals to the passions and prejudices of the people. The conduct of some of our legislators, whatever may have been the sincerity of their motives, is certainly indefensible; but any undue attempts to prejudice their constituents against them, can only tend to increase their hostility, and urge them to rally all the forces of the opposition against the measure. Opposed from principle, as we have always been to this nefarious traffic, we cannot be unmindful of the absolute importance of securing the warm advocacy of the great body of the people in its support, in order to effect any permanent reform. This we understand to be the object of its friends and advocates. Let them then move on, in the even tenor of their way, enlightening and purifying public sentiment, and success will attend the effort; but let them avoid all bitter and intemperate expressions, all sarcastic and abusive epithets. Let them take *high* but *safe* ground; ever bearing in mind that they are not to return blow for blow, nor railing for railing.

U. S. SENATOR.

After the fourth of March next, it is known, that North Carolina will be represented in the U. S. Senate by but one Senator, Mr. Badger. It is equally well known, that the duty to fill the place of Mr. Mangum, devolved upon the late Legislature, and that that body failed to elect one. Under our constitution the Governor possesses no power to fill the post. This is to be regretted, on some accounts, especially in view of the important matters which may be brought before Congress during the ensuing two years. We doubt not, Mr. Badger will faithfully reflect the views and sentiments of the State, but in a contest involving southern rights, we shall need all our strength. Numerically, the Democrats of the State Legislature possessed the power to elect a Senator, but their difference prevented it. At the next session, if the Whigs are true to themselves, they will supply the lack of the Democrats.

PLANK ROADS.

We are pleased at the growing popularity of these roads. At its late session, the Legislature passed bills authorizing the erection of some twenty new roads. We wish the enterprise all possible success. Just about now we feel the need of them in almost every direction. Indeed they have been found to furnish the public with such facilities for travel and the transportation of produce, and withal, promise such a handsome return to the stockholders, that we should not be surprised to see them at no distant day, dotting our entire State. It has occurred to us, that a Plank Road from this City to Fayetteville, and one to the Deep River Coal Mines, would not be bad ideas.

HON. GEORGE E. BADGER.

The papers state that our distinguished Senator has been nominated by the President for the vacant Judgeship on the U. S. Supreme Court Bench. We are not advised that any one has received a confirmation of this rumor in our City. While the nomination is an indication of the good judgment of the President, for no appointment in our opinion would be a better one, we should regret to lose him from his position in the Senate at this juncture.

WILMINGTON.

It is gratifying to observe the rapid improvement of our sister town. If the opponents of internal improvements wish evidence stronger than the history of Wilmington furnishes of their utility, we despair of their conversion.—From a table recently published by the Herald of that place, we learn that the exports of that place, both coastwise and foreign, for the year ending the first of December, 1852, amounted to $4,544,069 57.

N. C. MEDICAL SOCIETY.

We publish on the first page by request, an excellent address from a committee of this Association, to the Physicians of our State. We heartily wish the Society success in its laudable attempts to effect any wholesome reformation in the practice of the members of the medical profession. Wonder, if something of the same sort may not be needed among members of the *legal* profession.

TERRIBLE RAIL ROAD ACCIDENT.

We are pained to record, that on the 6th inst., the passenger train on the Boston and Maine Rail Road was thrown from the track near Andover, down an embankment twenty feet in depth. Among the passengers, were the President elect, Gen. Pierce, his lady and son. Gen. Pierce's son was instantly killed. Mrs. Pierce was badly injured. Gen. P. escaped with slight injury.

Fanny Wright Daresmont died in Cincinnatti last month. She was better known as Fanny Wright, the coadjutor of Robert Dale Owen, the free thinker. What must have been the remorse of her last moments, if she died as she lived! Only think of it reader, an infidel in politics, hurried into the presence of the Deity.