

# RALEIGH STAR, And North Carolina Gazette.

VOL. XXXI } "NORTH CAROLINA—Powerful in moral, in intellectual, and in physical resources—the land of our sires, and the home of our affections." } NO. 50  
RALEIGH N. C. WEDNESDAY, DECEMBER 16, 1840.

**TERMS.**  
Subscriptions, three dollars per annum—half in advance.  
Persons reading without the State will be required to pay the whole amount of the year's subscription in advance.  
**RATES OF ADVERTISING.**  
For every square (not exceeding 16 lines this size type first insertion, one dollar; each subsequent insertion, twenty-five cents.  
The advertisements of Clerks and Sheriffs will be charged 25 per cent. higher; and a deduction of 33 per cent. will be made from the regular prices for advertisers by the year.  
Letters to the Editors must be post-paid.

**PERKINS' INSTITUTION FOR THE EDUCATION OF THE BLIND.**—This establishment has been removed to that spacious and elegant edifice known as Mount Washington House, at South Boston, and is now ready for the reception and instruction of young blind persons of either sex from any part of the country.  
The salubrity of the location, the facilities for teaching, and the extent of the edifice, which offers separate rooms for the pupils, make this establishment a desirable residence for those young blind persons who desire superior accommodations.  
The course of instruction comprehends reading, writing, arithmetic, algebra, and geometry; geography, history, natural and moral philosophy, &c. &c. besides the theory and practice of music. Those who desire it may acquire a knowledge of the ancient and modern languages.  
A thorough and scientific knowledge of music, and opportunities of practice upon the piano-forte and organ, are given to all, besides which the pupil may select any instrument which he wishes to learn—particular attention is given to physical education.  
Terms: Board and tuition, with the use of books of musical instruments, from \$150 to \$200 per annum. For those who wish to study the languages, to have the use of a piano-forte in their chamber, or to receive extra musical instructions, \$200. The above will cover all the ordinary expenses of the pupil.  
Extra accommodation charged in reasonable proportion.  
The most favorable age for instruction is between the 8th and 18th years.  
The following gentlemen, are connected with the direction of the institution and may be referred to: Peter C. Brooks, Thomas H. Perkins, Peter R. Dalton, Edward Brooks, Samuel A. Elliot, John D. Pinner, Thomas G. Carter, James H. Thomas, James K. Mills, Robert Hanson, Samuel Lord, Samuel May, Oziel Goodwin, Horace Mann, Robert C. Winthrop.  
For particular information address the Director, Dr. S. G. Howe, Boston, to whom all applications should be made.  
N. B. No persons will be received while under medical treatment for the recovery of sight. 37 3-m.  
July 3.

**HORRID DEPRAVITY**  
Some notorious counterfeiters have nearly killed several persons by selling them a spurious and false nature of Hays' Liniment.  
The genuine is warranted perfectly harmless and effectual. Never buy the article unless it have the written signature of COMSTOCK & CO. on the splendid wrapper. That firm are solely authorized to make and sell the true article. Original Proprietor.

**SOLOMON HAYS.**  
P. S. The true Hays' Liniment is warranted to cure Piles and Rheumatism, in all cases, or no pay taken for it.

**THE HUMAN HAIR**  
RIDGES' BALM OF COLUMBIA.  
Remember the genuine as described below.  
This is certified to by several Mayors, Ministers of the Gospel, British Consuls, Physicians, and a great number of our most honorable citizens, to be seen where it is sold.  
DARING FRAUD!  
This article has been imitated by a notorious counterfeit. Let it never be purchased or used unless it have the signature of L. S. COMSTOCK, or the signature of COMSTOCK & CO. on a splendid wrapper. This is the only external test that will secure the public from deception.  
A constant supply of the above valuable preparation will be kept for sale by  
W. M. MASON & CO.  
11 cross 12m

**PROCLAMATION.**  
TWO HUNDRED DOLLARS REWARD  
STATE OF NORTH CAROLINA,  
BY HIS EXCELLENCY EDWARD B. DUDLEY,  
GOVERNOR, &c.  
To all to whom these presents shall come—Greeting:  
WHEREAS it has been officially reported to this Department, that on the 15th day of November, 1839, one NATHAN LAMBERT, of Davidson county, in this State, was beaten, bruised and maimed; that he died; and whereas one JOHN GOSS stands charged with the commission of said deed; and whereas *John Wharton, Abner Hays, Alexander Bishop, Josiah Deer and Hope B. Shoen* were present, aiding and abetting and maintaining the said John Goss in the perpetration of said felony; and whereas said offenders have fled and secreted themselves from the regular operations of the Law and Justice:  
Now, therefore, to the end that the said John Goss and his accomplices in the murder, may be brought to trial, I have thought proper to issue this my Proclamation, offering a reward of Two Hundred Dollars for the apprehension of the said John Goss, and a further reward of One Hundred Dollars each, for or either of his accomplices, to any person or persons who will apprehend or cause to be apprehended, any or all of the offenders named, fugitives aforesaid, and confine them, or either of them in the Jail, or deliver them, or either of them, to the Sheriff of the said county in the State aforesaid. And I do, moreover, hereby require all officers, civil or military, within this State, to use their best exertions to apprehend, or cause to be apprehended, the fugitives and offenders aforesaid.

Given under my hand as Governor and the Great Seal of the State of North Carolina, Done at our City of Raleigh, this 20th day of October, A. D. 1840.  
EDWARD B. DUDLEY,  
By Command,  
C. C. BATTLE, Private Secretary

Description of the Offenders named in the above Proclamation.  
John Goss is about 33 years old, 5 feet, 9 or 10 inches high, dark complexion, dark curly hair, and who has some specks of grey powder in his face—stout made and thick of speech.  
Lea Hutton is about 23 years old, 5 feet 5 or 9 inches high, fair hair and complexion, his forehead broad and wide apart, large eyebrows, a downy look, voice free, slow spoken and is stout made.  
Abner Hays is about 33 years old, and 5 feet 6 inches high, stout shoulders, fair complexion, blue eyes, well spoken and is stout made.  
Josiah Deer is about 25 years old, 5 feet 8 or 9 inches high, fair skin, blue eyes, spare made, thin stature, quick spoken, hair dark colored.  
Alexander C. Bishop is about 23 years old, fair and pale complexion, sandy colored hair, quick spoken, 5 feet 6 or 7 inches high and stout eyes.  
Hope B. Shoen is about 33 years old, 5 feet 8 or 9 inches high, fair complexion and full face, dark hair and cheeks ruddy, and speaks in the ordinary way when spoken to.

The Standard Salisbury Watchman, Greensboro' Patriot, Intelligence, Lexington, Ky., and Homer, Nashville, Tenn., will insert the above weekly until countermanded.

**BAIN'S LETTERS.**  
Letters and meditations on Religion and other subjects, by William T. Bain for Sale at the Raleigh Book Store.  
Raleigh, June 23, 1840.

## REPORT OF MAJ. GWYNN, CIVIL ENGINEER, UPON NAG'S HEAD. (Concluded.)

In consequence of the closing of Roanoke Inlet, the valuable productions of these numerous counties are compelled to seek a market—part in wagons across the country to Petersburg, Virginia—part through the Dismal Swamp Canal to Norfolk—and part over Ocracoke bar, to the ocean, through one of the most difficult and dangerous navigations in the world.

"The Committee are fully impressed with the vital necessity of this inlet to a large and populous section of the country, and of its great national importance to the trade and commerce of this Union.

"The area of the country that would be immediately benefited by it, contains seventeen thousand square miles, and a population of nearly half a million. The only outlet of any importance from Albemarle now, is over Ocracoke bar—a distance of sixty miles from where Roanoke Inlet formerly was; so that a vessel going to the north, has to perform a voyage of 120 miles, to get upon the same parallel; to pass through a difficult and narrow channel; and to encounter the dangers of Cape Hatteras; where, perhaps, there are annually more wrecks than upon any point of the coast of America. Taking the amount of the shipping employed in the Albemarle at what it has been estimated, viz. 100,000 tons, we may arrive at some knowledge of the losses annually sustained at Ocracoke bar, and the intermediate navigation. The charge on vessels for lighterage and detention at the Swash, averages one dollar per ton, amounting to \$100,000; the additional rate of insurance because of the risk, averages 3-4 of one per cent. and amounts, on the exports and imports, taking the same at \$3,000,000, to \$45,000; and on the vessels, to \$30,000 per annum. This annual tax of \$175,000 upon the navigation of this section of the country, independently of the other evils, cannot but enhance the rate of freight and the cost of conveyance to market. Which suggestion is proved by the fact, that the price of freight from Norfolk and Wilmington, (the latter but one hundred and twenty miles south of Ocracoke,) is from 20 to 25 per cent. less than from the towns of Albemarle. Estimating this enhanced freight as a tax upon produce of 6 per cent. only, we can fairly charge to the defects of this navigation, an annual positive loss to the country of \$355,000. From the causes heretofore alluded to, this estimate is rather under than over the fact. When, therefore, we take into consideration that the farmer ultimately pays all these charges in the diminished value of his products, we easily account for the fact, that the same articles of produce on the waters of the Albemarle are from 15 to 30 per cent. of less value than upon the Chesapeake. In estimating the utility of this undertaking, it is proper to take into consideration, not only the loss now actually sustained, but also what would be the probable advantages, from its

general fertility, and its numerous navigable streams, affords great facilities for an extensive and profitable trade as any section of our country. It must be evident to all, that from the operation of various causes, the coasting trade, to which this section is particularly adapted, must for the future be the great nursery of seamen, and the most important branch of our commerce.  
"North Carolina has more shipping employed in the coasting trade than any State south of Maryland, except Virginia; and when we reflect that the commerce of Albemarle alone employs five times as much shipping as belongs to the whole State, it is correct to suppose, that were the resources of the country developed, the quantity would be greatly increased.  
"The whole enrolled and licensed tonnage of the Union amounts to 881,000 tons, nearly one-eighth of which finds employment in the Northern Counties of North Carolina.  
"It is impossible to place a limit to the advantages which might result from the clearing out of this Inlet. It would be the opening of a new theatre to a branch of the navigation of our country, as extensive as it would be nationally important.  
"The opening of Roanoke Inlet is a subject which has long and anxiously engaged the attention of the authorities of the State. It has been frequently brought before Congress, and I believe no work presents stronger claims to the patronage of the General Government. I am happy to have it in my power to corroborate the statistical statements of the committee. The register of Capt. Pew, keeper of the Roanoke Marshes Light House, numbers 1450 vessels passing and repassing during the year ending 31st December, 1839, making the shipping about 100,000 tons; the amount assumed by the committee, which, although remaining the same, shews for that reason, a considerable increase, when we consider the great tonnage withdrawn from this trade by the facilities afforded by the Petersburg and Portsmouth Rail Roads—the former of which went into operation in 1833, the latter in 1836.  
"The amount of property and lives lost on the coast immediately adjoining the inlet, for a distance of 15 miles on each side of it present a frightful list, and a strong appeal to the protection and humanity of the government.  
"Between the year 1824, and the present period, there have been (as nearly as I could ascertain) 112 vessels wrecked; which, averaging 50 tons each, would make, together with the cargoes, a loss not much short of \$350,000; and with these vessels 224 souls have found a watery grave.  
"This list, fearful as it is, would be greatly swelled if we had the means of adding to it the number of vessels wrecked on the remainder of the adjacent coast, and off Cape Hatteras, in consequence of being compelled, by the closing of Roanoke Inlet, to encounter the hazard of passing this dangerous promontory.  
"Throwing out of view the advantages to the commerce of the country, as a harbour of refuge from storms in time of peace, the opening of this inlet is an object every way worthy of the nation. And, in time of war, there is no point on the whole coast where a harbour would be more useful, and where one is so much needed—not only for the refuge of coasters from the enemy, but in bad weather, for privateers and the smaller sized armed vessels acting offensively.  
"In forming my opinion, and in framing this report, I have consulted some of the ablest Engineers in England, and a variety of the best authorities extant, (with whose views I have made free use, when in accordance with my own,) and have availed myself of the reports of the Engineers preceding me in enquiries into the practicability of opening the inlet.  
"A plain statement of facts, with the obvious deductions therefrom, has been my aim, discarding all refined theories and abstract speculations, as unbecoming, and, indeed, derogating from a subject involving so many important, grave and interesting considerations.  
"Accompanying this is a map of the survey I have recently made, and also some charts drawn by the commanders of the expeditions fitted out by Sir Walter Raleigh, which I obtained from the Admiralty Office, and the Library attached to the Museum in London; which will be found curious, interesting, and somewhat useful; and also some notes having a bearing upon this subject, from the best authenticated history of the discovery of this portion of the coast, and the various colonies planted on Roanoke Inlet.  
I am, gentlemen, very respectfully, your ob't. serv't.  
WALTER GWYNN, Civil Engineer.

## LEGISLATURE OF NORTH CAROLINA.

In Senate, Dec. 9, 1840.  
The bill appropriating \$250,000 from the Public Treasury for the purpose of constructing the Raleigh and Western Turnpike road, being before the Senate, Mr. WM. B. SHEPARD spoke as follows:

The gentleman from Buncombe, in addressing the Senate a few days ago, thought proper, Mr. Speaker, to allude to what he calls the Nag's Head interest on this floor, and appealed to them to vote for this bill. It is true, he said, that section of the State had never received any portion of the favours of the State; nevertheless he hoped this bill would receive the same support from that interest, which, at the last session of the Legislature, it had given to similar measures. Being one of the individuals thus specially referred to, I will state frankly the reasons why I cannot respond to the gentleman's appeal, and aid him in passing this bill through the Senate.  
It is not my purpose to discuss the merits of this bill. I intend merely to avail myself of this opportunity, of stating the reasons why I have adopted the course I intend to pursue upon this and all similar measures. I intend my remarks merely as explanatory and in justification of my own course, without designing or hoping to influence that of others. In doing so, I may perhaps subject myself to the charge of egotism. My excuse, Sir, however will be, that a justification of the course I intend now to pursue upon subjects similar in character to the one under discussion, render such allusions indispensable.

I intend, Sir, to vote against the bill now on your table, in every form and shape, in which it can be presented to this body, and yet Sir, I do so with the greatest reluctance. The friends of this measure have, however, left me no choice as an Eastern man. They have, by their conduct, compelled me to vote against this and all similar measures which may be brought before this body, or be faithful to my own home, which we are told is a crime worse than that of being an infidel. Were I standing here merely as an individual, with no other rights and interests to protect than those of my own family, I should have no objection, Sir, to represent the rights and interests of the people of Pasquotank and Perquimans. They have for a short time entrusted to me, as their agent, the guardianship of those rights, and I would be greatly faithful to them, were I to permit any personal relations, or party management to induce me to vote for this bill.

All associations of men for purposes of self-government, particularly all democratic Governments, are compromises of private and local interests for the general welfare. Where, however, this private or local interest does not conflict with the general welfare, it is the duty of a wise government, to promote by all the means within its reach, the individual object. It is moreover the duty of a just and wise government, so to distribute its favours, that each section of its territory or portion of its inhabitants may feel its blessing. It should imitate the sun, which, whilst it extracts dew from the poorest as well as the richest soil, returns upon each alike its fertilizing showers. All governments are tyrannical which pursue a different course, and it matters little to the portion of the country that may be oppressed, whether her tyrants number one or many.

Whenever there ceases to be a sympathy between the ruler and the ruled, whenever those who have the power, treat with contempt or indifference, any portion of the rights and interests of the people, the government is a tyranny, call it by what name you will. And whenever its indifference proceeds from ignorance, it is an odious and contemptible tyranny, unbecoming a freeman to tolerate, or even a man to endure. Unfortunately for mankind, this latter feeling is too often the predominant one. Selfishness is the ruling passion where men act in masses, and in the attainment of its object, truth, justice and humanity are frequently disregarded.

I am no advocate for indiscriminate liberality of a public character. National liberality is the dream of enthusiasts. All we can expect in a government, is that its conduct should be actuated by an enlightened self-interest.  
These principles, Sir, which I believe to be sound, I have endeavored to be governed by, in the humble part which I have acted, upon the subject of internal improvements, since I have been a member of the Legislature of North Carolina. I am, however, forced to change my position, and I shall state frankly and openly, the reason why I do so. It is because we of the East have been met by our Western brethren with an intense selfishness, that exceeds any thing I have hitherto met with in the history of legislation.  
I said that I would vote against this bill with great reluctance, and that reluctance is unfeigned. I have been for many years an advocate for what is called internal improvements, from a deep conviction that some system for the development of our resources is indispensable for our character as well as prosperity. I have travelled much in the other States of the Union, and I have been often deeply mortified, and pained, to hear the reflections which are frequently made upon my native State, and to know the character which she bears abroad; a character not materially or permanently changed by a momentary efflu-

escence of political excitement; for beyond a few barren praises, North Carolina can never hope for any thing more than the Jackal's portion in a division of the spoils of the Federal Government.

And, Sir, I will tell those gentlemen who are making such desperate exertions to mount the triumph car, and partake the breeze, that they are destined to bitter disappointment. But should this foreboding not be realized, and some one of our distinguished citizens meet with their just reward, what benefit will this be to the State? It may perhaps fill a handsome paragraph in a newspaper, and beyond that be soon forgotten. I would therefore say to those gentlemen, who think such an achievement will clear our State's escutcheon from all the aspersions of our enemies, that if our great wish revolution brings no other fruit than this, we will have paid too dear for the whistle.

North Carolina, within her borders, has all the elements of a great State. She needs nothing more to be all her warmest friends wish her to be, than that her councils should be guided by an enlightened self-interest; that the West, which has the power, should treat the East not as a conquered province, but as a cherished and valuable portion of the body politic, entitled to a fair share in the honours, the emoluments and favours of the Government.

This is the revolution I wish to see in North Carolina; one more worthy of the attention of our good and wise men, than all the petty office-seeking which seems to have obscured the intellects, warped the judgment, and narrowed the mind of all who move in this infected atmosphere. Whenever this revolution is effected, and not till then, can the song of patriotism, for the glory, prosperity and happiness of the good Old North State ascend in triumph, or be any thing more than a song.

Deeply convinced of the truth of these sentiments, after eight years service in the halls of our national legislature, I determined to quit a post where I found nothing could be done to advance the great work in which the Eastern part of North Carolina is so deeply, so vitally interested. My resignation, including our Senators, our worst enemies. The interests of the Eastern part of North Carolina, was a mere bagatelle in comparison with party arrangements and party plans. One gentleman was full of constitutional scruples; he thought there was not power given in the constitution, even to build a light house, and that we were inextricably bound to grope our way in the dark forever; another gentleman was full of unintelligible jargon about paying the public debt, and reducing the tariff. His mind was so completely bewildered with the theories of Mr. Calhoun, that he had neither time nor intellect to devote to the business of his own people.

In this posture of our affairs at Washington, I felt perfectly satisfied that nothing could be done there, and that if a revolution ever took place it must commence here; that the Legislature of North Carolina must be induced to take an interest in the improvement of the State, and should speak to her servants in the Federal Government in such a tone that she would command the unprincipled, and stimulate and confirm the weak and wavering.

With these feelings, I took my seat in this body two years ago. Soon after my arrival here, two propositions came before the Senate for their consideration; one for the relief of the Raleigh and Gaston Rail Road; the other for the construction of a rail road from Fayetteville to the mountains. These were projects in which the middle and western part of the State took a deep interest. The very strongest appeals were made to the Senate on their behalf. Neither of them, however, could benefit any section of the State in any form or manner, whatever. The entire country East of the Roanoke, had no more connexion with them, than they could have in a rail road in the moon. Myself, however, and other Eastern friends, in the spirit which I have just proclaimed, voted for them, and through our votes, they passed this body. We attached to the latter bill an amendment, proposing a subscription of \$300,000 to the Roanoke Inlet Company, which was rejected. We did not, however, withdraw our support to these measures, but continued their friend to the end. We were told our amendment was rejected, because the surveys made of the inlet were of a conflicting character. Let another survey be made, was then said, and if the measure is reported to be practicable, we will go with you—we will subscribe liberally to the work. This suggestion was supposed to be reasonable, and was a quiescent in. A new survey has been made by a very competent Engineer—his report is all that could be desired. The work is said not only to be practicable, but a great deal more so, and at much less expense than ever was anticipated.

Be it remembered, Mr. Speaker, the discussions upon these bills assumed very much a party character—the opposition to them came almost entirely from the Van Buren party—we of the east were acting with the western whigs, and relied on their promises and known sentiments in favour of internal improvements.  
The proposition for a western rail road has failed, from the condition of the times. I am sorry for it. The East, however,

acted in good faith, throughout the transaction, and expected, on our return here to be treated with similar fairness and liberality. We were met by the Governor's Message, referring the subject of Roanoke Inlet to the Federal Government. I mean, Sir, to attach no blame to the Governor's reference. Under the circumstances, it was perfectly proper, and is a work undoubtedly within the competency of the Federal Government. I take this opportunity, with great pleasure, of bearing my testimony to the patriotism and public spirit of Governor Dudley. He has, throughout his administration, acted as the Chief Magistrate of the whole State, and not of a corner. Moreover, there has been a great revolution in the Federal Government. Our political friends will shortly be in power, and we hope wiser councils will prevail at Washington. For the first time, for fourteen years past, there is a ray of hope for the Eastern part of North Carolina, that the government at Washington will perform its duty; and, sir, I have no doubt, if this matter is properly represented to them, an appropriation can be obtained to effect the long talked of work—the opening of the Inlet at Nag's Head. And, if we now fail, the blame must rest solely and exclusively with our Senators.

I say, if we fail now, the blame will rest with our Senators. It is perfectly well known, to every body at all familiar with the mode of doing business at Washington, that the Senate is the only one of the two bodies that attends to public business. All important bills, except those otherwise directed in the Constitution, originate and are perfected in the Senate. The House of Representatives is nothing more than a talking machine, where pamphlet speeches are prepared for electioneering purposes.

In this condition of things, since our matter has been referred to Washington, we had a right to expect that our Whig brethren from the west would have had the generosity to yield us, on the floor of the Senate of the United States, at least one vote of our claims. It may be said, what can we complain of, since both the gentlemen have expressed themselves favourably to the re-opening of Roanoke Inlet by the General Government? Sir, we are told, by General Harrison, our present apostle, that promises made on the eve of an election, are not worth having; and that a man whose previous political life does not give an assurance of good conduct, ought not to be trusted.

As one of the representatives of this great interest, I complain of the thing done, and of the mode and manner of doing it. I say to the country, that the west has not acted in good faith in this matter; that they have jeopardized the greatest interest of the Eastern part of the State, for the sake of a few votes of pleasure of giving an office to a western man.

How was this extraordinary unanimity produced, in the election of our Senators? It was done, sir, by that potent machine called a caucus—a power which has grown up in this country greater than the constitution itself—whose omnipotent and midnight decisions no man has the courage or dares to disobey. I refuse to madness, in the bosom of its unfortunate votaries, the spirit of party—a spirit which eradicates from the bosom all love of country, and infuses into it the bitterest hatred of our political opponents; which makes us regard our neighbour and our countryman, who has embarked his fortune and his life in the same vessel of State with ourselves, at our worst enemy, if he differs from us upon the best mode of sailing the ship.

Well aware of this unfortunate infirmity, artful and cunning men always sound the tocsin of party, when they wish, for a selfish purpose, to impose upon others. "The party is in danger," has been the cry since the birth of the Albany Regency of hypocrisy and meanness.

Well did Nathl. Macon—the brightest name in our history; a man who stands unrivalled for purity of character, great natural sagacity and attachment to liberty—though many hate him, because he loved the people—say, that he had attended one caucus, and would never attend another; for he found it no place for an honest man.

In my region, Mr. Speaker, the people know but little about this business. I will, therefore, describe the one I witnessed, that they may be better informed for the future.  
I intend, Mr. Speaker, to talk very plainly about this caucus matter. It has assumed to itself the right of deciding the most important question which can come before the Legislature—in fact, it is the government—a question in which my constituents felt a deep interest in the decision of which they looked with great anxiety—and they have a right to know how the issue was brought about.

Before we had got warm in our seats—before gentlemen from the different sections of the State could have an opportunity of becoming acquainted with each other, and of exchanging views—the third night of the session—a majority of the Legislature were summoned to a caucus, to decide who should be Senators. Upon meeting, a proposition was presented requiring each man to pledge himself to vote in the Legislature for the individual who might procure the largest vote upon balloting in caucus. We of the East asked for delay, for time to think upon so important a matter. We asked, why this indecent haste? We asked that the Legislature might decide the matter unbiased. Our requests were all refused; and the alternative was presented of separating from our political friends, or plunging headlong into an abyss, the depth of which we could not see. We chose the latter, having a generous confidence in the justice and generosity of our political associates. The result will show whether this confidence was deserved.  
In which of the chronicles of wisdom, Mr. Speaker, is it recorded that the lawmakers of the land, who are supposed to