

THE RALEIGH STAR, Is published weekly in the City of Raleigh, at \$3 00 per annum, by THOS. J. LEMAY, Editor and Proprietor.

In addition to the ordinary reading matter, news, &c. we shall endeavor to furnish our readers with the earliest election intelligence, proceedings of the Legislature, &c., which will make the Star Unusually Interesting.

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MESSAGE

Of his Excellency, Gov. W. A. Graham, to the Legislature of North Carolina: To the HONORABLE, THE GENERAL ASSEMBLY OF NORTH CAROLINA:

The recurrence of the regular Session of the Legislature, after the lapse of two more years, demands of us renewed expressions of gratitude and praise, to an all-bounteous Providence, for the numerous manifestations of his beneficence, with which we have been favored.

The regiment of Volunteers, required for the War with Mexico, which was being levied at the last adjournment of the Legislature, was mustered into the service of the United States, as early as practicable, after their arrival at Smithville.

An act having been passed at the recent Session of Congress, to refund to the States any monies advanced for the comfort and transportation of their Volunteers, prior to being mustered into service, with interest on the same, I transmitted to the Secretary of War an account of the advances just stated, as well as of the transportation of a part of the Regiment over the Raleigh and Gaston Railroad, on their way to the rendezvous, and desired its early adjustment.

The above sum is exclusive of an expenditure of \$293.03, under a separate Resolution of the General Assembly to purchase Flags for the Regiment, which have been returned to the office of the Adjutant General, and are subject to your disposition.

The Fiscal affairs of the State still continue to claim the first place in the consideration of the Legislature. The detailed operations of the Treasury, since the last Session, will be found in the Reports of the Public Treasurer and Comptroller of public accounts.

the amount of \$286,500, with interest payable in like manner, and the principal in annual instalments of \$30,000 each from 1845 till 1854 and that four of these instalments have been already discharged, so that there remain of this class of bonds outstanding the sum of \$166,500. But to aid the Treasury, in paying these instalments of principal, while sustaining the ordinary expenses of government, and the heavy drafts for interest on the aggregate of both these classes of debt there has been borrowed, from the Bank of Cape Fear, within the last four years, the sum of \$90,000 besides the loan from the Literary Fund, hereinafter mentioned.

The advantage of allowing the new loan a considerable time to run, (say ten years,) is that it would ensure its being taken immediately at par if not at a premium. It is however contrary to all true principles of Finance, to contract a loan without also providing not only for the interest, but for the gradual redemption of the principal.

In the Message to the last Legislature already referred to, our Revenue System was reviewed with reference to the demands on the Treasury and an argument was submitted to demonstrate, that the State annually lost seven or eight thousand dollars, from failures to enlist lands for taxation, whereby they have escaped their contingent entirely, or from under valuation, by means of which, it had been avoided in part; and that probably an equal sum was lost in the Poll tax from a like criminal negligence, in rendering lists of taxable persons.

previous year. I am yet satisfied, however, from the statistics embodied in my former message, that even this number falls short, by at least 20,000 of the whole taxable population of the State. It therefore will call for your investigation, why a valuation on land of \$68,430,921 at six cents, on the one hundred dollars value, yields only \$37,921 21, and why, out of at least 195,000 taxable polls in the State, more than 20,000 yet escape taxation altogether.

But with all the aid derivable from such measures, the Treasury will need additional means to reduce our liabilities as proposed above. The Revenue collected, the present year, from all sources, amounts to \$96,604 69. By correcting the deficiencies just now exposed, it may be raised to exceed \$100,000, leaving a deficit of about \$40,000 to be supplied from other resources.

You will doubtless observe in the Reports of the Comptroller, that there is no statement of any tax, received on the succession to estates, real and personal of deceased persons, by others than lineal descendants, which was imposed by an act of last Session.

Agreeably to the instructions of the Act of the last Session, I caused an Information in the nature of a Bill of Equity to be instituted in the proper Court of Wake County, against the stockholders and other obligors of the Raleigh and Gaston Railroad Company, to recover the indemnity stipulated in the event of any loss to the State, by reason of her suretieships for that Company.

My opinion of the legal responsibilities of these parties, was presented at some length in the message of 1846, and remains unchanged. In consideration however of the circumstances of their case, I am led to the conclusion that it is a proper subject for adjustment by compromise, and that liberal terms should be allowed by the State.

But the larger number, among whom are widows, orphans, clergymen, mechanics, planters with large families and moderate estates, have heretofore felt the deprivation of the means invested in this Road, as a calamity, and cannot suffer an exaction of a like amount now without ruin. I submit these observations (becoming, as I think, the candid and impartiality of a Chief Magistrate) with the less reserve from an absence of all interest at any time in this work, and of connexion with any of the persons concerned which could occasion any improper bias.

The operations of the Raleigh and Gaston Railroad for the past two years will be fully detailed in the Report of the Board of Commissioners. The statement of its Treasurer, published in the newspapers, in analogy to the Report of the Comptroller, on the Public Finances for the year ending the 1st of November, 1847, showed its earnings to have been \$68,903 57 and disbursements \$65,457 93. For the following year, ending November 1st, 1848, the earnings were about \$57,000 and disbursements (exclusive of extraordinary repairs, rendered necessary by a conflagration, which destroyed the principal building of the Road at Raleigh,) \$52,479 72. Add to this the amount of these repairs, viz. \$28,791 93 and the sum total of disbursements will be \$81,271 65.

What course shall be adopted by the State in relation to retaining or disposing of this Road, yet remains a question of great interest. Such has been the demand for repairs and improvements that it has yielded no dividends to the Treasury for the last two years. Two new Locomotives however have been purchased at a cost of more than \$7,000 each, and the other Engines refitted (except one wholly ruined by the fire before referred to) so that the motive power of the establishment is in better condition than at any time heretofore.

spent on the ineffectual repairation above described. Its operations may go on, as at present without such aid, but they afford no prospect of profit. If a loan be contracted for this object on liberal time, there can be little doubt of the ability of the road to pay it with interest.

It would no doubt be preferable to convert this property into funds, for the relief of the Treasury, rather than to make any other disposition of it. To expose it at auction however, would be to sacrifice it, from the magnitude of the interest and the facility with which bidders could combine their capital and put down competition.

In surveying our territory, with an eye to the present interest and wants of the people, I am more than ever impressed with our destitution of facilities for cheap and speedy transportation. In this regard, how ever unpleasant may be the admission, I am forced to the conviction that we labor under greater disadvantages than any State in the Union.

And that we never can be equal competitors with their citizens in our Agriculture, the predominant pursuit among us, until these disadvantages are in a great degree overcome. The man who is obliged to transport in wagons over no better roads than ours, a distance varying from sixty to two hundred and fifty miles at the speed of twenty miles per day, can no more contend for profit with him who has the advantage of Railroads or good navigation, than can the Spinning Wheel with the Cotton Mill.

works also exist, or are in progress, with a certainty of completion in the course of a year or two, extending from Charlotte Southward through Columbia to Charleston; and again from the former of these through Augusta, and the interior of Georgia and Tennessee to Nashville, as well as to the Mississippi, at Memphis, and New Orleans, by way of Montgomery and Mobile.

But the foregoing are merely incidental inducements to undertake this work. It is commended to us as a great North Carolina improvement, appealing to our interest and State pride, by arguments which it were almost criminal to overlook. 1st. It would open to the market of the world an extensive region of the State, reaching from the Capital almost to the Blue Ridge, of great fertility and capacity for indefinite improvement, by reason of its Agricultural, Mineral and Manufacturing resources.

While it would confer these benefits on the interior Country now depressed and partially excluded from all profitable commerce, the objection has not been overlooked that it does not point immediately to the seaboard of our own State, and is an increase of the prosperity of our market towns. Let them however not despair. Its advantages will be afforded them in due season.