

THE RALEIGH STAR AND NORTH CAROLINA GAZETTE.

THOS. J. LEMAY, EDITOR & PROPRIETOR.]

"North Carolina—Powerful in intellectual, moral and physical resources the land of our sires and home of our affections."

[THREE DOLLARS PER ANNUM, in Advance.]

VOL. XL.

RALEIGH, WEDNESDAY, JULY 18, 1849.

NO. 29.

THE NORTH CAROLINA RAILROAD.

To the Citizens of Guilford.

The undersigned being appointed by the Salisbury Convention a committee for our County, and it being made our duty to appoint Committees in the various sections of the county to procure subscriptions to the capital stock in the N. C. Rail Road, and take other measures which they may deem necessary to the promotion of this enterprise, have proceeded to discharge this duty as well as we could, and announce the Committees subjoined.

In making known these Committees we trust no apology is necessary for presenting a few considerations why the several duties assigned to us should be attended to promptly and efficiently.

This is the first aid of importance that has ever been tendered by the legislature to our extensive and fertile region of Western Carolina—a section of country, where its farmers, mechanics, manufactures and trade, encouraged by the facilities which this road would give, is destined soon to be the most beautiful, healthy and desirable portion of the whole South. Our Soil, our climate, our forests, our streams and advantages of water power taken together are equal to those enjoyed by any people. Yet when we compare our state of prosperity with that of others whose advantages in these respects are acknowledged to be greatly inferior, we are struck with wonder and surprise. How is this difference to be accounted for? It cannot be that our people are wanting in energy and industry. When they remove to other States where their labor is fairly and promptly rewarded, and where the products of their industry have such a market that the more they produce the more they make, we find them keeping pace with the most industrious, enterprising and prosperous around them. We have then the soil, the climate, the willingness to work, and the people to do it, and with all these, the advances which we have made for the last half century in collective or individual wealth are scarcely perceptible. Why are these things so? What is wanting? What is the cause? Is there no remedy?

In the sister States as with us, Agriculture is esteemed the mother of the arts—most honorable and most prolific of good. But there Genius and Science seek association with her, and contribute from her bounteous resources to lessen the burthen of the husbandman's toil and to mitigate the severity of his labors by the addition of skill and improvement, and consequently a more abundant reward. With them every thing is done which the means of the country will permit to make the employment of the farmer a cheering and profitable one. It is so; and nearly all who can acquire lands, engage in agriculture from choice; and most of those who engage in other pursuits do so from necessity. With us the encouragement given to farming has been so limited that we find but few, if any, engaged entirely in cultivating the ground, who have been educated for that pursuit; but perceive, as we regret to say, a disposition too general with the youth of the country to prefer almost any other employment to that which, in our country, should be the greatest in honor, dignity and importance, and which should constitute the very foundation of our independence, wealth and power.

We give it as our honest and decided opinion, that the construction of the North Carolina Railroad, which would tender to us at once the markets of Richmond, Petersburg, Norfolk, Raleigh, Newbern, Wilmington, Columbia, Charleston and Augusta—in short, let us into the markets of the world—would produce a revolution, a prosperity, a spirit of improvement and enterprise in western Carolina, rarely witnessed in any country before. It would also connect us with our fellow citizens in the East, and enable us to furnish them with such abundance of trade and the necessities they buy elsewhere, so much cheaper and better as to compensate them amply for the aid they are required to contribute to this great State work. By this means we will introduce our eastern friends to the highest and most extensive mountains, the most beautiful, elevating, romantic and sublime scenery; and the most agreeable and salubrious atmosphere within their reach. On this road and the great western Turnpike, they can easily and in a few days get into the midst of our own lofty mountains, to spend their summers cheaper, and as agreeably, as they can anywhere out of the State—money saved to them, kept in the State, and gained by us.

If we unite our hands and strength to build this Road, we can easily do it. It is greatly to our interest that it should be made. It will be funds and labor profitably invested. It will greatly increase the value of all the property we now own, and especially all the real estate situate within one or two days' drive of the Road. It will enable us to make profits from labor bestowed in working and improving our lands. It will render healthy the whole country. It will bring our land into market—teach us that we can get along better with small tracts of land than large ones—enable us to sell the lands that experience will demonstrate are useless to us, for double the price they will now command—invite new settlers and settlements, tasteful im-

provements and culture. The places now distinguished only for their old fields, gullies, sedge, thickets, old rotten rail fences and grown up hedges, will become dotted with beautiful cottages and handsomely cultivated fields and gardens. The places now called swamps, marshes, morasses—our great nurseries of disease—will be ditched, drained, put in grain or grass, yielding instead of poison and death, the supplies of life and comfort to the settlers and our friends at a distance.

We have expressed the opinion that stock taken in this Road, and paid for in labor or in money would be a profitable investment. We have before us a report of the receipts of the Petersburg rail road, which is about 83 miles long, from the 1st Feb., 1845 to 1st Feb., '46, one year; and according to this official report, their receipts were as follows, to wit:

From Freight.	\$72,383 95
From Passengers.	58,619 01
From mail,	16,617 54

Whole amount, 147,620 50
Our road from Goldsboro' to Charlotte will be 210 miles long: Suppose it should, after being built on the improved plan, and connected with the southern railroads, receive the same patronage in proportion to its length, the receipts would be upwards of three hundred and seventy thousand dollars: Let every one calculate for himself.

It is agreed that the three millions, to wit, two from the State and one from individuals, will, at the present low prices of iron, and other advantages in building railroads at this day, be amply sufficient to complete the road on the most durable and improved plan. Of the three hundred and seventy thousand dollars that must annually be received from the road, one hundred and eighty thousand dollars will pay the interest on the two millions invested by the State, and six per cent. annual dividend to the individual stockholders, leaving one hundred and seventy thousand dollars to defray the expenses of keeping up the road—a sum sufficient to do this, and leave three per cent. annually to create a sinking fund to pay off the State's loan, and increase the individual dividends from six to nine per cent., which is the dividend on the Petersburg Road.

We are of opinion that this is no flattering calculation, or one which our road can fail to realize under any contingency. All who will look to the products of the rich and fertile country through which the road is to pass, and the capability of the country to yield yet more abundantly the products that will furnish freight for the road, will admit that the calculation we have made as to the anticipated profits of the road are not larger than experience will prove.—This expectation of a profitable road is still more confirmed, when we reflect that all the salt, molasses, sugar, coffee, fish, oysters and other articles of prime necessity or luxury for every family in the western portion of this State, will have to pass over this road. When we look to these things, in connexion with the contribution which the southern road, the turnpike, the Catawba and Yadkin rivers will make, none can doubt the correctness of the estimates that we have made.

We have said that the road would greatly increase the value of property, and especially of all real estate contiguous to it. In this we only anticipate the same result which experience has proved in other countries similarly situated.

In illustration of the view we take of this, we would mention that the real and personal estate of Boston in 1810 was assessed as follows, to wit:

Real estate,	\$60,474,200
Personal estate,	34,457,400

In all, \$94,931,600

In 1848, after the Massachusetts railroads were completed, the real and personal estate of Boston was assessed as follows, to wit:

Real estate,	\$106,403,200
Personal estate,	67,824,800

In all, \$174,228,000
Deduct value in 1810 94,931,600
Increase, \$79,296,400

Showing the increased value of real and personal estate in the city of Boston alone, in eight years, arising as they admit, from the building of their railroads, to be more than seventy-three millions of dollars.

If it were not so tedious to those whom we address, we could refer to statistics of other sections of country, towns and villages in Massachusetts, New York, Pennsylvania, Ohio, Indiana and other States, where the increase of trade and value of estates growing out of these railroads would be not only in the same proportion, but too flattering for belief.

We have said that the railroad would enable the farmer to realize and make more off of the land he cultivates. This we cannot better illustrate than by introducing a letter from a farmer in Morgan county, Ohio,—a State blessed with a fertile soil, as many natural advantages for transporting produce to market as any State in this confederacy can boast of. Here it is in word for word. Read it and hear his arguments in favor of a railroad, where lakes, rivers and canals abound:

"I am a moderate farmer, with only a quarter section, and cultivate about 100 acres

as well as I can afford to at the present prices. I raise for sale, annually, about five hundred bushels of wheat, 20 bushels of clover seed, 1200 lbs. butter, 1200 lbs. pork, and 1500 lbs. beef, besides any quantity of eggs poultry &c., which would far towards supporting a family, if we had a market. I also propose to take twenty shares or \$1000 worth of Railroad stock. Though I believe this road will yield 20 per cent. (owing to its favorable location for business, and its light cost) yet I have put it at 16 per cent., what Ohio railroads have earned. And here is my table of profits:

Price at Trans and Price at home.		Com'n's Pitts.		Profits	
Wheat 500 bush	50 75	16c	\$1 08	\$70 00	
Clover seed, 20 "	2 50	15c	4 50	36 00	
Butter 1200 lbs	09 1c		19	72 00	
Pork, 1200 lbs	03 1c		07	56 00	
Beef, 1500 lbs	06 1c		08	15 00	

\$1000 stock, at 16 per cent, deducting 6 per cent. present interest, \$100 00

Total, \$530 00
The above sum might be increased to \$100 by other articles that would then find a market, making a very decent addition to present profits enough, in fact, in ten years, to buy a farm. Who will hesitate to pick up such a prize?"

We have said that the railroad will ultimately improve the health of the country. This may seem a far fetched argument in its behalf. It is nevertheless, we believe, one of the good effects which the construction of this road will produce on the country through which it passes. This was eloquently and forcibly presented and illustrated in the Salisbury Convention by a distinguished gentleman, (Mr. Boyden), who stated that he could well recollect, when the western portion of New York, now the most beautifully, densely populated and desirable part of that State, was considered so unhealthy that he was advised by his friends against settling there for the reason that it was but thinly populated, exceedingly unhealthy, and many died of fever and ague. Also, he added, that the marked change could be attributed to nothing else but the works of internal improvement that had been constructed there. If those improvements have done so much for the western portion of New York, on the margin of her lakes, with a sickly and rigorous climate,—what may we not expect here in the heart of North Carolina, blessed with so genial a climate and kindly soil, when this road shall have been completed? We are no prophets; but as like causes produce like effects, we confidently predict that the same results must follow; and that the day is not far distant when agriculture will receive a new impetus; and improvement in this and other branches will go forward with such a steady hand as soon will present the whole country in a view as attractive in every respect as the New England and Western States do at this time. Farther, that emigrants in former times will flow among us and remain contented—reversing the tide that has so long and so unfortunately flowed against us. We hope, and if this road is built, confidently expect to see the whole face of the country changed, and, from improved culture, smilingly present such scenery as shall induce our enterprising young men to prefer the pursuits of the agriculturist, and from the contemplation of which the taste of the lovely daughters of the land may derive a still higher polish.

We would further suggest, that the building of this road would be giving that connection with other works of State improvements commenced; but which, for the want thereof, inconvenient location, and other misfortunes have failed,—that it is THE ROAD first suggested in North Carolina by the venerable Joseph Caldwell, as early as 1825; approved and urged by the wisest and most patriotic since; and had it then been built as recommended, we would have been saved the mortification of seeing the disastrous failure of former projects of internal improvement, and at the return of every census the retrograde of North Carolina in the improvement of States and in all that is calculated to give her weight and respectability in the Union.

This is a work in which we consider the whole State deeply interested—the people of Guilford vitally so. When we contrast the advantages and benefits of this work, with the millions of dollars necessary to be raised to secure its completion, and our ability to furnish this sum in work, materials or money, we should be surprised at the least hesitation or doubt on the part of any of our citizens to contribute a due proportion of their means to the consummation of this glorious enterprise. Take the whole sum of three millions—the amount necessary to build the road—compare it with three hundred and six millions, the assessed value of our lands and taxable slaves, without considering our other resources, or the increased value the road will give to our property,—the burthen of building, if burthen it can be called, sinks into insignificance.

With these views before us, we have never suffered ourselves to form other conclusions than that this road will be built.—It cannot fail, if every citizen interested in the enterprise will but half discharge his duty as he should do. We therefore call upon all who compose the Committees, and through them upon every citizen in the county to use their best efforts to forward the work, and for each to labor as though the success of the road depended on his individual efforts. We assure them, that any exertions that shall be made in any quar-

ter will meet with a corresponding hearty co-operation on our part.—Is it not high time that we should arouse from lethargy? Should we not arise to activity at once, seeing what every other State in the Union has spent, and is still spending annually to give their people access to markets and facilities of communication? Is the penny-wise and pound-foolish policy still to be persisted in? In the midst of the desolation around us, are we still to cry, "A little more sleep; a little more slumber; a little more folding of the arms to sleep?" Do we hope to gain any thing by indulging in our course of "masterly inactivity?"

For the reasons already assigned, and many others that might be given, we are anxious for the road. And this anxiety is not diminished, when we reflect that it will not only contribute so much to unite us as citizens of one State, but add another link to the chain that binds the Union of the States.

In conclusion, permit us to request all who are Committee men to confer together, and with their neighbors, and get all if possible to agree to do something. We also request all the citizens in this county and all in the adjoining counties, who may feel an interest in this work, to meet in Greensborough on Friday the 3rd day of August next, that being the day after the Election.

JOHN A. GILMER,
D. F. CALDWELL,
LYNDON SWALL.

June 28, 1849. County Committee.

PROGRESS OF THE CHOLERA.

At new York, on Thursday, there were 36 new cases and 14 deaths and at Brooklyn 5 cases and three deaths.

Four cases of cholera occurred at Newark, N. J., on Wednesday.

At Philadelphia, on Thursday, there were 10 new cases and 4 deaths.

The New York Journal of Commerce says, "We have a total of 282 deaths by cholera since that disease commenced, now about five weeks.—Considering that these deaths occur among a population of 400,000, the number is surprisingly small.—As yet the severe heat has not increased the number of cases; but on the other hand the number is diminishing."

There have been 10 cases by cholera in Boston, since the disease first appeared there.

At Buffalo, (New York,) from the 30th of May, to the 18th of June, the number of deaths by cholera was 12.

The reported case of cholera at Winchester, Va., turns out to be no cholera at all.

On Friday last, the day Ex-President Polk died the cholera raged to an alarming extent at Nashville. The Gazette of Saturday says:

"The scourge seems to be at its zenith in this city—it reigns supreme. Yesterday was a melancholy day—for all our citizens sympathize with the suffering and the afflicted. Death did its work in many houses. Such a state of things cannot last long, and we hope to be able in a few days to announce its entire disappearance from our fair city."

We could not ascertain the number of cases yesterday—we think, though, about forty, of whom 23d died. The attacks were singularly fatal during the entire day.

The Memphis Eagle publishes a letter from Galveston, dated of 2d inst., which announces the death of Col. Jack. Hays, of cholera, at San Antonio.

At Aurora, Indiana, the cholera has made sad havoc. From Monday morning week, to Thursday morning following, 31 deaths had occurred in that little town of the disease.

The Louisville Journal of Monday says: "Passengers in the stage report that several deaths took place on Saturday night at Lexington and that the disease was on the increase. On Saturday 15 cases were reported. At the lunatic asylum, from Wednesday morning to Friday at noon, there had been 12 cases and 4 deaths.

The disease is slightly on the increase at Louisville, and several deaths were reported on Monday. The Journal says:

"The cholera is now on the increase on steamboats. The Gladiator, from St. Louis, had one death during the trip and several cases. Among the former was Mr. James McDonald, her pilot, a citizen of Louisville.

The Steamer Belvidere, from New Orleans, had forty cases of cholera and 8 deaths during the trip. All were deck-passengers except one who was a cabin passenger.

The James Hewitt, from New Orleans, had 5 deaths of cholera, all deck-passengers. One of her officers states that at a little place called Delta, on the Mississippi, about one half of the population had died of cholera. The disease is reported to be very bad all along the rivers particular among the negroes."

The Memphis Eagle of the 11th says: "We understand that the Cashier, a Memphis and Little Rock (Ala.) packet which arrived here yesterday, had 5 number of cases and buried six dead in Arkansas river, whilst coming to this port. The cholera is reported to be very fatal on the river plantations below this point."

This statement is fully confirmed by a gentleman who came down the Arkansas and has arrived in this city. He states that on one plantation out of 12 negroes who

were attacked seven died.

At Pittsburg, on Wednesday, there was one death from cholera.

A private telegraphic dispatch received at Louisville from a responsible source at St. Louis on Saturday evening, states that there were one hundred deaths from cholera in that city on the day previous.

[BY REQUEST OF A LADY.] FIVE MINUTES ADVICE ON ATTITUDES.

When you pay a visit to the house of a friend, and get fairly seated, let one of the first things you do, be, to lean back in your chair; and particularly if you are near a clean wall. I say "lean back," because otherwise you might get your head soiled. A wall newly prepared with a light ground, is the safest to lean against, and I would recommend a little change in the position, in order that by constantly rubbing your head on the same spot, you may not make the mark of it too plain, which probably the lady of the house, if she was over nice, might not admire. As to the sort of chair which is best suited for the feet, I would prefer a mahogany, particularly if the hind legs were made so as to require a considerable effort to tilt it back. The cane and rush bottom are best for a small man, for they generally have a bar in front, upon which he can place his feet, which will enable him to wipe the dirt off his boots, in case he got into the mud on his way, and forgot to wipe them at the door on the mat. The custom of leaning back on one's chair, is purely American, and by rigidly observing it abroad as well as at home, it speaks one's nationality. The people of no other polished nation, lean back in their chairs. All Europeans have a silly notion, that it indicates a want of respect. But this is all affectation. "Free and easy," is the true doctrine, whether alone or in society, whether in your place of business, or in the drawing room.

I recollect once hearing a foreigner say:—"I am told that in America, the art of leaning back is so well understood by some persons, that they can balance themselves upon one leg only of the chair." But I looked upon this as a mere display of wit, at the expense of an American "gentleman," who was indulging himself in the favorite American attitude, at the expense of the foreigner's satinwood and orange colored wall.

After you have sufficiently indulged in this elegant accomplishment, the next sitting attitude I would recommend, is to rest your right foot on your left knee or, vice versa, and take the wrinkles out of your boots with your hands. This elevation of the foot to a level with the hands, is particularly advisable, if any lady or gentleman is close by; and it shows that you have as much respect for one limb as another. Why should the foot not be as "highly" honored in society as the hand?—Why should not the boot be brought in contact with the glove? I have seen people shove off when a gentleman had thus introduced his foot into his company, as if they thought their dignity offended; but I thought it quite as silly as I did the conduct of a friend, one day, who dined with a family of fashion, and was quite provoked to see the lady feed a huge pointer dog from the table, by putting pieces of bread and meat in his mouth from her own plate.

After you get tired of sitting, I would advise you to stand up, and if you do not know what to do with your hands, I would recommend you to hang them by the thumbs at the arm holes of your vest, or deposit them in the pockets of your pantaloons.—And occasionally thrusting them into your hair, with fingers expanded like the teeth of a comb, can be practised with advantage.—If you should be walking up and down the room with a lady or gentleman, you should always turn with your back to your companion. Some think this rude, but that is because at court no one turns his back upon the king.

To conclude, when you get tired of walking, sit down and lean back again in your chair, or, if the sofa be vacant, take a loll upon it, and be careful to rub your head against the wall, as before. If the sofa be covered with damask, and your boots be clean, you might safely put your feet on it, as some of the members of Congress at Washington have been known to do, at the house of one of the foreign ministers.

The discovery of gold in California by our enterprising countrymen appears to have awakened much of the cupidity of the Mexican character, and regrets are frequently expressed in the journals of that country that the territory should have been ceded to us. A correspondent of the Globe, published in the capital, writes from San Francisco that the arrival in that port of a Mexican schooner from Mazatlan had awakened in him and his companions, other Mexicans, hopes of a character very inimical to our sovereignty there. He says:

"The number of Mexicans has been doubled within a short time in that region, and it would not be extraordinary, if, by the union of Spanish Americans and Europeans who daily arrive in search of gold, this jewel is wrested from the hands of the Norte Americanos, to form a great and powerful nation, the mistress of the Pacific. The enterprise would not be a difficult one, and the barbarous conduct of Smith will be the means which Providence has employed to initiate it."

The Washington correspondent of the Baltimore Clipper, writing under date June 26th, thus notices a scene—mention of which was made in our last paper—which occurred this day in the War Department:

"Some time ago, Dr. Burns, of the army, was suspended, and afterwards restored to his rank. He was assigned to a post not agreeable to his wishes, and, for the purpose of obtaining one suited to his desire, employed his friend, ex-Senator Westcott, who made out a statement to the Secretary of War, reflecting harshly on the Medical Bureau. Dr. Lawson answered the communication in a proper spirit. This morning the two gentlemen met in the war department, and, after some words of anger, they came to close quarters. They were separated before any damage was done. One was imprisoned in the library, and the other in the chief clerk's room, until their fury somewhat subsided, and then set at liberty."

Lieut. Beale left yesterday morning with dispatches for California. He goes in the Falcon. The character of his dispatches has not transpired; but I will guess what they are. I infer from certain things, that Colonel Waller is recalled as a Commissioner, and Col. Fremont appointed. I infer, also, that the administration have given such orders as will promote and encourage the establishment of a Provisional Government, and the adoption of a State Convention, and an application at an early period of the next session for admission. A. Q. N.

"A Political Joke."—And the best of the Season.—Calhoun's Address—Ex-President Polk.

The Memphis Eagle has the following vouchered for by some prominent Democrats of Memphis:

"It will be recollected that J. H. Thomas, (a member of the last Congress,) and Major Wm. H. Polk, (brother of the ex-President,) were lately opponents in the matter of seeking a democratic nomination, in the Sixth Congressional District of this State. They finally went so far as to attack the claims of each other in rather a bitter tone.

"One day in the presence of a crowd of the Democratic faithful, (a convention, we believe of the Sachems of the District,) Major Polk insisted that Mr. Thomas was not and had not been, true "to the South." Mr. T. demanded the proof of the charge; where upon with so small exultation, and with all the glee of anticipation, triumph, Maj. Polk unrolled Calhoun's Address and asked sneeringly why was not the name of the honorable gentleman to that document—he had examined it carefully, and nowhere could he find the name of Jas. H. Thomas—why was it not there?"

"Mr. Thomas answered with profound humility, that, if not to have signed that address were treason to the South, then was he most deeply unquestionably guilty."

He did not know that he could plead any thing in extenuation of the crime, which could be entirely satisfactory to his competitor but it might mitigate the severity of the gentleman, to learn that he (Mr. Thomas) had not signed Calhoun's Address because the late President of the United States, the Hon. J. K. Polk, had generally solicited him not to sign it.—He also added, as that distinguished gentleman was in the immediate neighborhood his competitor could promptly obtain from him any further explanation which he might deem necessary.

"The next day the candidacy of the brother of the ex-President was among the things that were?"

Texas.—The Galveston News states that six sugar plantations on the Brazos River, comprising nine hundred and seventy acres, have produced 2292 hhds and 3500 bbls.

A letter dated at Santa Rosa, Mexico May 3, says:

"The Mexicans are now working a very rich silver mine. Yesterday they smelted 3000 pounds of the ore, which yielded \$1000 in pure silver. The authorities at this place told us that very rich gold mines had been found on the river Gila, and that a number of poor Mexicans who had gone there, and also to California, had returned independently rich."

The Louisville Courier gives an account of an awful retribution and six deaths by cholera in one house, in that city, within a week. First a German named John Eaves, and his little child, died; then his wife was taken down and two women, who successively came to nurse her, died, leaving the wife still struggling on. Her two brothers, Henry and Gerard Hielschamp, then came and took possession, waiting for her to make her will, as she had property. They quarrelled with a priest attending her, and ejected him from the house; and in the meantime the woman got so much better that on Sunday last she was up. On some neighbors going up stairs where the two men were, they found one dead and the other dying—they had been stricken with cholera during the night and died alone, unaided and unwept.

Difficulty between ex-Senator Westcott and Dr. Lawson.

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