

Republican Patriot and Statesman. The People of France, of free and regenerated France, of Republican France, erred first in voting Napoleon to be Consul for life, and afterwards to vote that he should be Emperor. It is not true, then, that the People cannot err; but it is true that those who in every age have been most forward and zealous in flattering the People with the idea that they cannot err, have been the first to take advantage of their errors, and to betray their liberties. But though the People may, and often do err—though they may, and are often led astray by false friends and false pretences, yet our happiness and our security consists in further truth, that the great body of the People, especially of an agricultural People are honest, and as long as the forms of a free Government are permitted to remain, and the power of the ballot-box is not superseded by the power of the sword, they may be recalled from their errors—the artifices of the impostors who have misled them may be unveiled. This is the true basis of the value of a free representative government. It never was founded upon the idea that the People cannot err. The People sometimes do err, but the moment they are made sensible of their error, they do not hesitate to retrace their steps. This will be our hope in such worst times as these. I am not certain that things will have to grow worse in this country, than they are even now, before they can be better. But let us hear no more of the argument that because the People have elected any man President, and sent a majority of the members of this House to support him, all is right. Thank God, this is no certain test, either of right of truth, or of patriotism.

There is another argument, or rather another gross error prevalent upon this subject. It is not uncommon to hear it said that the country is unusually prosperous and flourishing, in all the departments of industry, agriculture, commerce, and manufactures; and that the revenues exceed the wants of Government; and that more than all, our national character abroad was better respected, or more respected; and I am asked how can these circumstances, so gratifying to the pride of every American heart, justify under an Administration, the principles and practices of which are all-eged to be so much at war with the public welfare and liberties? Every member present has no doubt heard the prosperous condition of this country repeatedly appealed to, in order to give a color of prejudice and truth to the charge of vicious practices in the Administration. It is as surprising as it must be mortifying to the minds of those who regard the People of the United States as the most enlightened in the world, to observe with how large a proportion of them the fact of the general prosperity is a sufficient answer to all that can be said, and all that can be proved against the principles and conduct of the dominant party. Yet who is there that is really enlightened, and well-informed in the nature and history of government, who does not know that great and general prosperity, in arts, in trade, and in arms, so far from being inconsistent with a corrupt and unprincipled Administration, that it is at such periods that dangerous principles and practices take their deepest and most fatal hold, that the seeds of future misrule, of corruption, and a vicious action of the Government, are most widely sown, for then it is that jealousy and selfishness of the People over the conduct of those in power, so necessary to preserve the purity of the public Administration, are almost sure to slumber. In such a period, the malpractices of Administration in the contempt, or escape the notice of the People. Principles are avowed and practised upon, of the most dangerous tendency, without attracting observation. The People, industriously employed in profiting by the general harvest or steeped in the enjoyment of stores already accumulated, are deaf to the warnings of patriotism. But there is another truth connected with this subject, which ought to be noticed. There is no well-informed man in the country, who does not know that a temporary condition of prosperity and general happiness among the People may exist under a government of any form. Profits innumerable at this position might be drawn from history. At no period was there more general happiness among the People of Athens and of Rome, in ancient Greece, and a state of more general prosperity, both to agricultural and commercial pursuits, than under the sway of one usurper; nor were there a purer Administration of the affairs of a State more satisfactory to the People generally, than the administration of that man; yet contemporary and all subsequent historians have denominated Pisistratus a tyrant—that a man whose will was supreme. The reign of the family of the Medici in Florence may be cited as an instance of the same kind, & both perfectly applicable; for in both instances, all the forms of a free Government were strictly observed. One of the most learned and accomplished historians of any age (Gibbon) has said, that it were required to point to the period in the history of the world at which the greatest degree of human happiness was enjoyed by the greatest number of the human race, he would designate the reign of the three successive Emperors of Rome who happened to be equally distinguished for their talents and their virtues. When was England more prosperous a nation—when, her name and her might more respectable or actually more respected and feared all over Europe, than under the administration of Cromwell? Yet even a British House of Commons disdained to be his suppliant tools in the execution of all his plans and wishes and for that reason he finally kicked them all out of their seats, and ruled with absolute sway. All this was done in the name of Liberty and of the Commonwealth. Again, sir, in what period in the history of France were the French more generally prosperous, and when was France more terrible to her enemies, or more potent in the protection of her own interests—than under the administration of Napoleon? But it is useless to multiply examples. I have said enough to demonstrate that it is no argument to say that because there is a season of general prosperity, there is nothing rotten or dangerous in the principles or practices of the party which now governs this country.

RAIL-ROAD CONVENTION.

MONDAY, October 10,
PROCEEDINGS OF THE INTERNAL IMPROVEMENT CONVENTION, HELD AT SALISBURY, N. C., OCTOBER, 1836.

AT a meeting of the Delegates to the Internal Improvement Convention held at the town of Salisbury, the 10th October 1836.

Upon motion of Burton Craige Esq., of Rowan, the Convention was organized by the appointment of Bartlett Ship, Esq., of Lincoln county, President of the Convention and Jas. R. Dodge, Esq., of Wilkes, and Warren Winslow, Esq., of Cumberland, Secretaries.

Delegates from the following counties appeared, presented their credentials and took their seats.

ANSON.—Alexander W. Brandon, John Grady, Charles G. Nelms, Alexander Little.

ASHE.—Col. Morgan Bryant, Col. James Maxwell, Roderick Murchison.

BRUNSWICK.—Dr. Frederick J. Hill.

BURKE.—Ed. Jones Erwin, William Murphey.

CUMBERLAND.—Charles P. Mallett, Warren Winslow, John W. Huske, Samuel W. Tillinghast, Rev. Simeon Colton, Robert C. Belden, E. L. Winslow.

CHATAM.—Hon. Abraham Rencher, Robert J. Smith, H. McClenahan.

CARRAREUS.—David Long, William F. Phifer, Goo. Klutz, J. F. Phifer.

DAVIDSON.—Henry R. Dusenberry, Col. Samuel Hargrave, Dr. Payne, Dr. Bell, James Smith, James Fitzgerald, Dr. Wm. R. Holt, Col. Humphreys, John March, Wm. Bodenhammer, J. P. Mabry, William Adderton, George Riley, James Ellis, John A. Hogan, Casper Smith.

IREDELL.—Maj. Rufus Reed, James Campbell, Joseph W. Bogle, William F. Cowan, Samuel King, Samuel R. Bell, William Harbin, Joseph P. Caldwell, T. S. Allison, Jas. Byers, David Waddell, Andrew Caldwell, Jos. Chambers.

LINCOLN.—Robert H. Burton, Bartlett Shipp, David Reinhardt, Perigrine G. Roberts, Alfred M. Burton.

MECKLENBURG.—Thomas J. Grier, Andrew Grier, William A. Harris, John B. Harris, James M. Osborn, Wm. W. Long, Zenas A. Grier, Alex. Grier.

MONTGOMERY.—P. W. Simmons, Francis Locke, E. Jordan, Edward Burrage, James Lilley, P. R. Lilley, Parham Kirk, George Crowell.

NEW HANOVER.—William C. Lord.

ORANGE.—Frederick Nash, T. D. Bonnehan, P. C. Cameron.

ROWAN.—Abel Graham, Dr. Ashbel Smith, A. Hendersou, H. C. Jones, Archibald G. Carter, Lueco Mitchell, Robert Macnamara, James E. Kerr, Joseph W. Hampton, John Murphy, Nathan Chaffin, Burton Craige, William Chambers, Robert N. Fleming, Noah Parlee, Elkana D. Austin, Jas. C. McCaughey, Abel Cowan, Michael Brown, David F. Caldwell, Thomas Craige, William Stokes, Christian Brinkle, Richmond Pearson, Caswell Harbin, Spenser Taylor, William B. Wilson, Thomas G. Polk.

RUTHERFORD.—John McDowell, John G. Bynum, William E. Mills, Alex. Smith.

SURRY.—Josiah Cowles, Nathaniel Boydton, George W. Brown, William J. Parkes, Jacob Douthet, Levi Chappell, James Calloway, Frederick Long, Alfred W. Martin, John Holcomb.

WAKE.—William Boylan, Alfred Jones, George W. Mordecai.

WILKES.—William P. Waugh, Wm. C. Emmet, Joseph W. Hackett, Thomas S. Bouchelle, James R. Dodge, William Peden, John Bryan, James K. Norton.

Upon motion of Gen. Polk of Rowan, it was unanimously resolved, that Maj. W. J. McNeil, and Maj. John N. Macomb, be invited to take seats in this Convention, and to participate in its deliberations, and that a committee of two be appointed by the President to inform them thereof.

Gen. Thos. G. Polk, and David F. Caldwell, Esq., were appointed said committee.

Upon motion of H. C. Jones, Esq., of Rowan, a committee of five Delegates was appointed to draw up rules and regulations for this convention and report to-morrow morning, Messrs. H. C. Jones, Samuel King, Abraham Rencher Jno. A. Hogan, and John W. Huske, were appointed said committee.

Mr. Craige, of Rowan, submitted the following resolution. Resolved that a standing committee consisting of one member from each county represented in this convention, be appointed by the President, to whom all specific propositions relative to the location of a Rail-Road or Rail-Roads shall be referred.

Said motion lies upon the Table.

Upon motion of David F. Caldwell, Esq., the Convention adjourned until to-morrow 10 o'clock.

TUESDAY, Oct. 11, 1836.

The Convention met pursuant to adjournment, when the President taking the Chair, James Campbell, of Iredell, presented the following resolution, which was unanimously adopted.

Resolved, That at the meeting of the Convention each morning, the President invite some minister of the gospel to open the meeting with prayer.

Prayer by the Rev. Simeon Colton, a member of this body.

The Convention being called to order, Hamilton C. Jones, from the committee on rules and regulations, made the following report, which was unanimously adopted.

Resolved, That the rules adopted by the Senate of the General Assembly of North Carolina at its last session, for the government of that body, be adopted for the government of this convention, so far as the same are applicable to the nature of our deliberations and are not in conflict with the following particular rules.

1. All questions concerning Internal Improvements, that may come before this Convention, shall be determined by a majority of the votes of counties, each county casting one vote, when demanded by any member.
2. All other questions shall be decided by a majority of individual votes.
3. The Delegation of each county represented in this Convention, shall appoint a Teller, and whenever the question is taken by counties, one of the Secretaries shall call the name of the county and the Teller of that county shall rise in his place and declare the vote of the same.
4. The space within the range of pillars running across the building shall be appropriated to the exclusive use of this Convention, and of such persons as may be admitted on motion.
5. The President shall appoint some person to act as Sergeant at arms, who shall attend on this body during its session and shall do either in person, or by deputy, all such services as are usually done by door keepers and messengers.

The Resolution of Mr. Craige, of Rowan for a standing committee was taken up and adopted, and the following Delegates named on said committee.

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| Rowan—Burton Craige, | Mecklenburg—J. M. Osborn, |
| Anson—Alexander Little, | Montgomery—Peter R. Lilly, |
| Ash—R. Murchison, | New Hanover—Wm. C. Lord, |
| Brunswick—F. J. Hill, | Orange—Frederick Nash, |
| Burke—Edward J. Erwin, | Rutherford—John G. Bynum, |
| Chatam—Abraham Rencher, | Surry—Josiah Cowles, |
| Cabarrus—W. F. Phifer, | Wake—Alfred Jones, |
| Cumberland—E. L. Winslow, | Wilkes—Wm. P. Waugh, |
| Davidson—Wm. R. Holt, | Iredell—J. P. Caldwell, |
| Lincoln—Rob. H. Burton. | |

H. C. Jones, of Rowan, laid upon the table a report by a committee of a public meeting of the citizens of Rowan county, upon Internal Improvement; and upon motion of E. L. Winslow of Cumberland, it was taken up, read, and referred to the Standing committee on Rail-Roads.

The following resolutions were offered, read, and referred to the same committee.

By James Campbell, of Iredell. That a committee of persons be appointed by the Chairman of this meeting to draft a memorial to the General Assembly, praying, that able Engineers be procured at the expense of the State to examine and report on the practical utility and probable cost of.

1. A Rail-Road from Fayetteville to Salisbury.
2. A Rail-Road from Raleigh to Salisbury.
3. A Rail-Road from Milton via Salisbury, to Morganton, or Rutherford.

4. A Rail-Road from Wilkesborough via Statesville and Charlotte to the South Carolina line.

5. A Rail-Road from Raleigh via Greensborough and Salem to Wilkesborough.

By Dr. Thomas S. Bouchelle, of Wilkes. That the committee be further instructed to enquire into, and report on the practicability of the route for a Rail-Road from the head of the Narrows to Wilkesborough, and also the propriety of an immediate survey of that route, and also that they take into consideration and report upon the probable amount of production and the kind that may be expected from the mountains in that quarter.

Also that they take into consideration the practicability of opening the River Yadkin, from the Narrows to Wilkesborough, and the relative cost and advantage of a Rail-Road or water communication from said points.

By E. L. Winslow, of Cumberland. That the committee enquire into the best mode of securing the co-operation of the State in works of Internal Improvement, and particularly, whether it would be the better course to urge the assembly to pledge the State for the subscription of 2-5ths of the stock in works of Internal Improvement within this State, after individuals shall have paid or secured to be paid the other 3-5ths.

By Alfred Burton, of Lincoln. That the committee enquire into the propriety of connecting the Charleston and Cincinnati Rail-Road with Fayetteville by Rail-Road, so as to intersect the Yadkin.

By H. C. Jones, of Rowan. That they enquire into the propriety of connecting the town of Fayetteville by means of a Rail-Road with some point above the Narrows of the Yadkin, also the propriety of connecting the last mentioned point with some point on the Catawba.

By P. J. Hill, of Brunswick. That they enquire into the expediency of connecting the Western part of the State, with the Wilmington and Raleigh Road at the most eligible point which may present itself, on the same.

By Mr. Mordecai, of Wake. That in the opinion of this convention, the Legislature ought to adopt a liberal and judicious system of Internal Improvement, having regard to the interest of the whole State, without consulting that of any particular section at the expense of others.

That for this purpose it be recommended to the Legislature to appropriate the whole, or the greater part of the Surplus Revenue, which may be allotted to this State, in works of Internal Improvement, to be disbursed under the superintendence and direction of the board of public works, or in such other manner as the Legislature may deem advisable.

That the Legislature be recommended to pass some General law, declaring, that whenever 3-5ths of the capital stock of any company, incorporated by the Legislature, for the construction of a Rail-Road shall be subscribed, and the payment thereof secured by individuals, the board of public works or the person or persons, entrusted with the disbursement of said fund, shall subscribe for the remaining two-fifths for, and in behalf, of the State.

That as this Convention is not in possession of sufficient information to enable them to act advisedly, it is inexpedient for them, at this time, to recommend to the Legislature the patronage or adoption of any definite and particular scheme, in preference to others.

These resolutions, were referred to the committee.

By Dr. Smith of Rowan. That a committee of ten be appointed by the President of this Convention, whose duty it shall be to memorialize the Legislature upon the necessity of adopting some general principle, for the appropriation of our portion of the Surplus Revenue; to be received from the General Government—and that it is the opinion of this Convention, that the 2-5 principle be adopted;—that is that whenever any Rail-Road or Navigation Company shall have subscribed three-fifths of its stock, the state will subscribe the remaining 2-5ths to be paid in the same ratio, as is paid by individual subscribers.

Referred to the same committee.

By Mr. Bynum, of Rutherford. That the standing committee enquire and report upon the expediency of connecting by a Rail-Road, the Charleston and Cincinnati Rail Road, with some commercial mart within the limits of North Carolina.

By Mr. Rencher of Chatham. That the Standing Committee enquire into the expediency of constructing a Rail Road from some one point above the Narrows, on the Yadkin River, to the nearest point on Deep River, so as to connect by means of a Rail Road the navigation of the Yadkin River above the Narrows, with the navigable waters of the Cape Fear and Deep Rivers.

By Mr. Osborn of Mecklenburg. That said Committee enquire and report in what manner and degree the State of North Carolina is interested in the Charleston, Louisville and Cincinnati Rail Road, and on which of the several routes proposed for the location of said road within the limits of North Carolina her interest requires that she should insist.

By Mr. E. L. Winslow, of Cumberland. That the Committee enquire into the expediency of connecting the Western part of North Carolina with the Cape Fear River at the Town of Fayetteville, and recommend the most judicious plan, in their judgment, of immediately commencing this important work by means of a Rail Road.

By Mr. McClenahan of Chatham. That the Committee consider Haywood the point of the Cape Fear River, from which the central Rail-Road should commence.

By Mr. Murchison of Ashe. That the Committee enquire into the practicability and utility of constructing a Rail Road from Fayetteville to Wilkesborough, and that the charter incorporating the Cape Fear, Yadkin and Pee Dee Rail Road Company, passed by the Legislature of North Carolina in 1833, be referred to said Committee.

The proceedings of different Meetings and Conventions, were offered by Samuel King, of Iredell, and Warren Winslow, of Cumberland, and referred to the Standing Committee.

A survey heretofore made by Mr. Rawle, was presented by E. L. Winslow of Cumberland, and referred to the same Committee.

On motion of Mr. Huske of Cumberland, the Convention adjourned until to-morrow 10 o'clock.

Wednesday, 12th October, 1836.

The Convention met pursuant to adjournment, and was opened with prayer by the Rev'd Mr. Colton of Cumberland.

Mr. Craige, from the Standing Committee, made the following report:

The committee to whom was referred the various Resolutions yesterday submitted to the Convention, have had the same under consideration, and report,

That they have given the various propositions submitted to them as patient an investigation as the time allotted to them would allow: before, however, they took into consideration the various specific plans for the location of a Rail Road, which were referred to them, they thought it right and proper to report to this convention some general rules, by which they thought the Legislature should be governed in making appropriations for works of Internal Improvement. They were well aware of the want of means on the part of the Legislature, to furnish the various conflicting interests in the State, with a channel, through which, our citizens might send their surplus productions to market. But while they were deeply impressed with this opinion, they were fully convinced that individual enterprise, if properly encouraged and assisted by the State, could do much to effect the great object which all our people have in view. In order, however, to guard against an impolitic expediture of the public funds, and to prevent a scramble which would otherwise necessarily take place, without the adoption of some general principle, they have reported a resolution recommending to the Legislature, that whenever the stockholders of any Internal Improvement company shall have paid three-fifths of its stock, that the State should take the remaining two-fifths. Your committee believed this to be the most safe, equitable and just scheme that the Legislature could adopt: for they could not for a moment entertain the opinion that any scheme could fail or could be visionary, for which individual subscriptions to the amount of three-fifths could be obtained; nor could they for a moment believe, that any company, which could not command a subscription for three-fifths of its stock, could complain if the Legislature refused it their aid.

The next enquiry to which the attention of your committee was directed was, whether they should recommend the adoption of a specific route for a rail road or not. Upon this question, your committee are happy in being able to state there was great unanimity.

They all felt that a time for action had arrived; they all felt that generalizing would no longer satisfy the people they represented; they believed that a spirit was alive in this State upon this question, which, if properly directed, would lead to the most important practical results, but which if permitted to slumber, we might not be able to arouse again for years.

But while we all felt the great necessity of recommending some specific project upon which we might all unite, and which would afford an outlet for the vast surplus productions of the State, watered by the Yadkin and Catawba Rivers and their tributaries, we could not so easily decide upon the best and most practicable route. There were various propositions before us, and each had its friends: Some were for a Road from Raleigh to the mountains, and some were for making Haywood the starting point, while others held the opinion, that Fayetteville was the best point at which to commence; and there were as many opinions as to its termination; as there were to its commencement. It seemed therefore, at one time as if we would adjourn without recommending any specific plan; but at length, in a spirit of patriotism and compromise, a plan we here propose in the third resolution, accompanying this report was adopted. This plan, your committee confidently believe will accommodate nearly every interest represented in this convention, and they most earnestly hope it will meet with the approbation of your body. By a reference to the resolution alluded to, it will be seen that your committee were of opinion, that the road should commence at Fayetteville, and run west to the Yadkin River, at some point above the Narrows, and that this point of intersection should be connected with Wilkesborough by one branch, and with the Charleston and Cincinnati Rail Road on another. By this route your committee are of opinion, that as large, as wealthy and populous a section of the State will be afforded the means of transmitting their produce to a market as by any other practicable route that could be brought to your attention.

Our attention was next directed to the propriety of giving some expression of opinion as to the route which we thought the Charleston and Cincinnati Rail Road should take through this State. Our opinion was soon made up upon this subject, after a statement from a member of our body that some of the stockholders of the company were anxious to locate the road west of the Blue Ridge, a location, which if made, would deprive us of any participation in the advantage of said road. Your committee therefore, believing that we had the right to participate in the advantage of said road, have directed me to report a resolution recommending to your body the appointment of a committee to memorialize the Legislature upon this subject, and to use such means as will be most likely to obtain its participation in that stupendous work.

In conclusion, your committee will indulge the hope, a large founded upon their knowledge of the character of the members composing your body, that sectional feelings will be sacrificed upon the altar of the public good; that upon the propositions reported by them, as well as upon all others that may be submitted to your consideration, you will have an eye alone to the interests of the good Old North State: All of which is respectfully submitted.

B. CRAIGE, Chairman.

1st. Resolved, That a committee of five be appointed, whose duty it shall be to draw up a memorial to the next Legislature recommending the expediency and necessity of adopting some general rule for the equitable distribution of our portion of the surplus revenue to be received from the General Government for the works of internal improvement.

2d. Be it further resolved, That this Convention do recommend the adoption of this principle, namely: that whenever any company incorporated for the purpose of internal improvement, shall have subscribed & paid, or secured to be paid 3-5ths of its stock, that the State shall stand pledged to a subscription for the remaining 2-5ths.

3d. Resolved, That in the opinion of this Convention, the interests of a large, wealthy and populous portion of the State of North Carolina, require the speedy construction of a Rail Road from the town of Fayetteville to some point on the Yadkin River, above the Narrows, and thence by two branches, the one running directly to the town of Wilkesborough, the other running across the valley of the Catawba River, so as to intersect the Charleston and Cincinnati Rail Road at the most eligible point.

4th. Be it further resolved, That said committee shall respectfully request the next Legislature, to grant such amendment to the charter of the Cape Fear, Yadkin, and Pee Dee Rail Road Company, as to them shall seem most advisable.

5th. Resolved, That a committee of five, be appointed to memorialize the Legislature of this State, on the propriety of using such means, as may be within its power to procure the location of the Charleston and Cincinnati Rail Road, on the most eligible practicable route through the State of N. Carolina, and to take such further steps as to them may seem expedient to effect the purpose.

These resolutions were separately taken up, considered, and unanimously adopted.

Messrs. Abraham Rencher, Burton Craige, E. L. Winslow, John McDowell and David Rhinhart were appointed the Committee under the 1st and 4th Resolutions.

Peregrine G. Roberts, David F. Caldwell, John G. Bynum, James M. Osborn, and Alexander Little, were appointed the Committee under the 5th Resolution.

On motion of D. F. Caldwell, it was

Resolved, That the persons designated in the act, incorporating the Cape Fear, Yadkin, and Pee Dee company, be requested to open the books for the subscription of stock authorized by the said act, as soon as practicable.

Resolved further, That a committee of three be appointed from each county represented in this Convention, to solicit subscriptions to the stock of said company.

On motion of D. F. Caldwell Esq.,

Resolved, That the thanks of this convention, be and are hereby tendered to Maj. W. G. McNeil, and Maj. John N. Macomb, for their attendance on this Convention, and the valuable information by them communicated.

E. L. Winslow, presented a letter containing valuable statistical information which was ordered to be spread upon the Journal of the Convention.

Upon motion of Hamilton C. Jones,

Resolved, That the thanks of this convention are due, and are hereby tendered to the Elders of the Presbyterian Church in this Town for the use of their building, during the Session of this Convention.

Upon motion of Warren Winslow, of Fayetteville, it was unanimously

Resolved, That the thanks of this convention are due, and are hereby tendered to Bartlett Shipp, Esq., President of this convention for the able dignified and impartial manner in which he has presided over its deliberations.

On Motion of D. F. Caldwell, it was

Resolved, That the thanks of this convention are due, and are hereby tendered to the Secretaries of this convention for their able and efficient discharge of the duties of their appointments.

On motion of Dr. Smith,

Resolved, That the proceedings of this convention be published in the papers printed in this Town and in the other Journals of North Carolina friendly to the Internal Improvement of our State.

Upon motion of Abraham Rencher, the Convention adjourned sine die.

B. SHIPP, President.

JAS. R. DODGE, }
WARREN WINSLOW, } Secretaries.

PURSUANT to an amendment of the State Constitution, notice is hereby given to all whom it may concern, that application will be made to the next Legislature, for the passage of a private act for the benefit of James Scott of Burke County, to confirm or renew two grants of land made to Joseph Dabson then of Buncombe County, dated the 2nd day of December, 1797.

S. SILLMAN, Attor.

October 15, 1836—(118)

JOB PRINTING
Of every description neatly
(Done at this Office.)