

...? For when we consider health, comfort, stability of climate, and capacity for Agriculture, Manufacturing, and Mining, North Carolina is not surpassed by any State in the Union. A judicial system of Internal Improvements by the State has been proposed, and a bill is introduced into the General Assembly, the object of which is to provide for the construction of a General Assembly. The improvements already completed, as well as those in the course of construction, have been productive of very important advantages; but they are still far from affording facilities adequate to the wants of the people. There was never a time when there existed a stronger necessity for a railroad. The North during the last twenty-five years, in the way of protection to our agricultural products, has exported from North Carolina more money than would have been required to pay for all our imports and construct all our railroads. The farmers and other classes need cheap transportation and convenient markets where they can carry their property with safety. They need commercial and manufacturing facilities in cities at home, with shipping facilities to the seaboard and to the North. They need transportation facilities within their own State, that they may be enabled to appreciate the wants of each other.

These desirable objects can be accomplished by inland improvements. They, however, are not the work of a day, nor a year, but a time and a large expenditure of money will be required for their completion. What can be done with safety ought to be done now, and the rest left to time. In embarking in inland improvements, a due regard should be had to the means and resources of the State, as well as to the necessity and practicality of the works themselves.

Wild and visionary schemes should be avoided, and the credit of the State should be inviolably maintained. The works should at least promise advantage to the people corresponding to the amount to be expended. The particular objects of any improvement which it is expedient to prosecute at this time, is a question submitted to the prudence and discretion of the General Assembly.

Since the re-organization of the Raleigh and Gaston Railroad Company, the road under the charge of that company has been thoroughly repaired, and the connecting link between that road and the Wilmington and Raleigh, and the Seaboard and Roanoke Railroads has been completed. This road affords most facilities for transportation and travel to an important portion of the State. It is represented to be in a very prosperous condition, and is now paying a very handsome dividend to the State.

The Wilmington and Raleigh Railroad continues to afford great facilities to the public, and pays good dividends, which go to increase the income of the Internal Improvement Fund. This road too is represented as being in a very prosperous condition.

The North Carolina Railroad is progressing with the usual expectation of such works, and a considerable portion of the road has been laid down. This important enterprise, when completed, promises great advantages to a large part of the State.

The Board of Internal Improvement have, from time to time, as it became necessary, ordered the Public Treasurer to set the bonds of the State to pay for subscriptions to this road. Up to this time, the sum of one million six hundred and thirty thousand dollars (\$1,630,000) of the Bonds authorized by law to be used for this purpose have been sold by the Public Treasurer.

The State has realized an inconsiderable sum from the premium obtained on these bonds, a fact which affords the highest evidence of her credit, and standing. The report of the President and Directors of this company will be communicated in due time.

The Charter of the North Carolina Railroad Company provides for the representation of the stock of the State in the meeting of the Stockholders, but does not point out the mode by which such representation shall be appointed. At the last session of the General Assembly, an Act was passed proposing certain amendments to the Charter, one of which authorized the Executive to make the appointment; and with that proposition there was incorporated another which, in all probability, would have placed the State, which owns two-thirds of the stock in a minority in the meetings of the Stockholders. This act was, in my opinion, very properly rejected by the individual Stockholders themselves. At each meeting, I appointed a representative for the State, but I am not authorized to do so, and the consequence has been that the stock has been represented in the meetings, in the right of representation is provided for in the Charter, and its exercise does not depend upon the assent of the individual Stockholders. Therefore, to make this question perfectly clear, it only becomes necessary to provide by law, the manner in which such representation shall be appointed.

In all cases where the State makes a subscription to a corporation, she ought to retain the right to be represented in proportion to her contribution.

The reconstruction of the Wilmington and Manchester Railroad has a prospect with much probability, and the improvement is a very important advantage to a portion of the State. As far as we have been informed, the company have not received the amount of the subscription to the amount proposed to be raised by the General Assembly. It is believed, however, that the amendment will not be accepted.

The State's subscription to the New River Navigation Company has been paid. The report of the President and Directors in relation to the valuable improvement at under the charge of that company, has been transmitted.

The charter of the Legislature to make the Cape Fear River Navigation Company has been paid upon compliance with the conditions prescribed. The report of the President and Directors in relation to the valuable improvement at under the charge of that company, has been transmitted.

THE LEGISLATURE.

ORGANIZATION OF THE SENATE.

Warren Winslow, of Fayetteville, Speaker.
John Hill, of Stokes, President Clerk.
Orlando Byler, of Wake, Reading Clerk.
James Page, of Randolph, Printer, Doorkeeper.
John U. Vogler, of Rowan, Assistant do.

ORGANIZATION OF THE HOUSE.

Samuel P. Hill, of Caswell, Speaker.
James T. Marriot, of Wake, Principal Clerk.
Geo. Howard, Jr. of Edgecombe, Reading do.
W. S. Webster, of Chatham, Pr. Doorkeeper.
Win. R. Lovell, of Surry, Assistant do.

There was but little done in either House, on the second day, the 21st, beyond the appointment of a Joint Committee to wait upon the Governor, and inform him of the organization of the two Houses, and of their readiness for any communication he had to make.

SENATE.

Wednesday, Nov. 22, 1854.

Mr. Byler introduced a bill to amend the Constitution. (Proclamation.)
The Senate then proceeded to the election of Secretary of State, when Wm. Hill, Sr., Esq. received a unanimous vote.

The Senate then proceeded to ballot for the Governor of the 10th Judicial Circuit; when Mr. McDowell nominated R. B. Stange, Esq., and Mr. Cherry nominated Ralph B. Buxton, Esq. The vote was as follows:
For Mr. Stange, 30. For Mr. Buxton, 11.

Mr. Hamilton from the Committee appointed to superintend the election subsequently reported as follows:
Whole number of votes cast (by the two Houses) 190; necessary to a choice, 81. Of these Mr. Stange received 190 and Mr. Buxton 10.

The Senate also had three unexecuted ballots for Engraving Clerk, the last ballot (joint) standing 20: Wheat 96, Powell 30, Smith 2. No election.

The Senate then adjourned until Thursday morning at 11 o'clock.

HOUSE OF COMMONS.

Wednesday, Nov. 22.

The House was called to order at 10 o'clock, A. M. according to adjournment.
Mr. Sprick offered a resolution proposing to raise the salary of the State officers, viz: The Governor's salary to be \$30,000; Comptroller's \$15,000; Treasurer's \$20,000; Treasurer's Clerk \$2,500.

Mr. Sprick presented a bill for the regulation of limited partnerships. Read and ordered to be printed.

Mr. Byler moved that a message be sent to the Governor, proposing to form a Joint Committee of five on the part of the House, and three on the part of the Senate, on the Revised Statute and the Statute in force, and to report thereon at an early day.

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A little while since, that the sentiments of the Legislature are known on public questions, such as free suffrage, distribution of the public lands, how the State is to be taxed, &c.

Mr. Jordan, of Perquimans, replied, that there was no disposition or intention to hasten the election unnecessarily; if gentlemen were about, he knew of no reason why they should be. They were bound to be in their places and they were not, and the House should not be kept waiting for those who did not choose to be punctual in attending to their duties.

Mr. Barringer had heard the name of but one nominee and would wish to know the name of the other.

Mr. Jordan replied that the gentleman would know in due time, and proceeded to state, as a reason for going into the election forthwith, that the State had been without a Senator for two years.

Mr. Mc Lane, of Alamance, wished to know the opinion of the nominee on the extension of railroads.

Mr. Jordan referred him to the public speeches of the gentleman in question.

Mr. Dargan, of Anson, thought it very indecent last night that the motion to go into an election was the first intimation had in the premises, and considered the matter a trick. He proceeded with great earnestness and ability, asking, in the course of his speech, "Why extinguish so soon that brilliant luminary that has so long shed its rays on the Union and particularly on the South? Can it be so injudicious in this age of the State as to be injured now while in the hands of the present incumbent, when for years the responsibility has rested solely on him?"

He knew this was a progressive age, physically and mentally, and he did not expect to see the time when men should be ridden down by steam power, and trampled on in this disgraceful manner.

Mr. Shepard, of Cumberland, had listened with close attention to the gentleman from Anson. The gentleman's speech was very ingenious. He had held up to admiration the distinguished public services of Mr. Dargan, for whom no one felt a profound regard than he (Mr. S.). He said to do indeed haste in the matter, and he thought the gentleman wandered from the question at issue. That question was, whether the House should proceed to elect a Senator now or on the first Monday in December.

Mr. Caldwell followed in a very able manner and appealed to the democrats, that since the motion to postpone came from a democrat, and since there is a democrat amongst the absentees, the motion ought to be adopted.

Mr. Phelps, of Orange, said that the question was proposed on the House as a matter of business; if they were in search of business, why not take up the matters which have been left unattended to? Or if they must elect a Senator now, why not elect the one who is to take his seat on next Monday week? Why is the election aimed against the present incumbent? There are two Senators to be elected, one to take his seat in two months, and the other in some months, but it is insisted that the latter be elected today. If they elected today, let the choice be the gentleman who is to take his seat in ten days. More over, this haste to fill the post, not yet vacated by Mr. Alder, will be a sure sign that the present incumbent, and it will appear as if the Legislature disapproved of Mr. Alder's career.

Mr. White, of Bladen, Mr. Vandevanter, Mr. Norman, Mr. Horton, of Cleveland, Mr. Jenkins, of Warren, and others.

After some interruption, Hon. D. M. Barringer took the floor. He observed that this was not an ordinary business matter like the election of a clerk, or a committee. It was a matter of very considerable importance. It was no less than the election of two U. S. Senators for four and six years, and in view of the importance of a question which concerned not democrats, nor whigs, nor the State alone, but the whole South, he was sorry to see such indifference. He trusted that the young gentlemen who had just spoken, would be a little more charitable. He said that he had been a witness to the political arena, and he would warn the democrats that they would not always be in a triumphant majority. For the sake of the South, there should be more moderation. To protect the interests of the South, must be the aim, and all parties should unite as Southmen for that purpose. Do the democrats wish to drive the whigs from a share in that position? The fusion at the North has made the North triumphant, and the South must pursue the same policy. He would prefer a man from his own party, but one that could not be, he would like to select a democrat. He was willing that a man of democratic principles should be elected, but he would prefer one who was not a party man, and a man of heart, of courage for the crisis which will occur. From those he wished to make a caucus.

This discussion was continued for some time, but the subject was finally disposed of by sending a message to the Governor proposing to go into the election of a Senator for the short term to-morrow at 12 o'clock, A. M., and for the long term on Saturday.

SENATE.

Thursday, Nov. 23.

The Senate met according to adjournment. The Governor's Message was transmitted from the House and read.

The following Committees were appointed: On Proprietary and Grievances—Messrs. Byler, Byler, and M. G. Jones, of Anson, San Jose, and Mills. On Claims—Messrs. Drake, Wilkey, Jones, Ferguson, Collins, Davis and Gravel. On the Judiciary—Messrs. Hoke, Graham, Taylor, Aylett, Colburn, Wilder and Hargett. On Internal Improvements—Messrs. Fisher, Walker, Gilmer, Cherry, Christian, Wood and 0'Neil.

On Education—Messrs. McDowell, Speight, Thomas, of Davidson, Taylor, Moore, Fenell and 0'Neil.

On Education and Literature—Messrs. Clark, of Cunningham, Brown, Lane, Bower, Marriot, Eitzen. On Prizes and Reflections—Messrs. Barringer, Taylor, Wiggins, Phillips, Fontaine, Mc Lane and Biggs.

Mr. McDowell introduced a bill to charter the Bank of North Carolina, in the town of Fayetteville, to be the first time, and to be printed, and referred to a committee on corporations.

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The Governor's Message, as proposed, is regarded by a portion of the Press, as a rather serious, but non-committal document. Our readers have it, let them examine it for themselves. We doubt not Governor Reid did the best he could, under the circumstances, for his self and the democratic party. He is in favor of Free Suffrage—there is no dodging on that point; and of a judicious system of internal improvement. He is also in favor of the State's having the right to vote according to her stock. Thus, for instance, in the N. C. Railroad, she owns two-thirds of the stock, and ought to have a vote which would crush all the private stockholders. The Governor's agent would hold an annual meeting of the company and the private stockholders would attend to see him transact the business. Of course that agent would take advice of the Governor, and would take care of the Governor's political friends. This sort of judicious support of internal improvements would work charmingly well for democratic Governors, no doubt; but if it is to become the policy of the State, there will never be formed another partnership company with the people. Men who have money to invest will put it where they can control it, and take care of it. They want a voice where they have an interest and a right, and will have it.

ASA AND DAVID.
The rumor by telegraph is that a caucus of the Democratic members of the Legislature have nominated for the Senate—Asa Biggs and David S. Reid: Why do you laugh? Hold your tongues ye irreverent sinners.
Are not Asa and David scripture names, and are they not models of Democratic steadfastness? Is not Asa a healthy man with good digestive powers, seeing that he has been digesting the law of the State now for over three years—a deglutition operation, which considering the quality of the food, being dry and tough, may be considered quite a feat.
Did he not build for his "friend and pitcher" Mr. Bragg, that famous platform which held him up (although it creaked wretchedly) during the last campaign for Governor? Is he not the author of the "judicious system" of Rail Road improvement, by which the State is to be blessed according to Loco logic, and which means one thing here, and another there?

Also, is he not a man of parts as well as a party man; since we have the evidence of the Editor of the Journal over the way, who having by great luck served on a couple of Committees with him in State Democratic post-wars, was "astonished at his learning and cleverness," and the clearness and force of his understanding?

And, as for David, is he not the father of Free Suffrage—that glorious boon for men without real estate—which however they have not yet got; the aforesaid boon being in *tabula rasa* in some other safe place. Has he not been rightly named David, seeing that with the smallest sort of a stone he has prostrated the Goliath, in utterance of the Whig party? Didn't he accept the nomination for Governor when nobody else would? Haven't he been Governor? Didn't he pardon a man before the Civil war was done with him? Isn't he a statesman? Isn't his brother Asa a statesman too? What are you laughing at?

Seriously, has it come to this, has North Carolina so fallen from her high estate, that she is to be represented in the Senate of the United States by two such men as Asa Biggs and David S. Reid? Oh! what a fall was there my countrymen! In the peaceful *tabula*—the master mind of the intellectual assembly to be supplanted by such a weak thing as a Biggs or a Reid. And, is the influential Mangum's place to be filled by such small fry as this? Where is the glory of the Democratic party that it descends to such representatives as these? Where is its respect for the good old Commonwealth, if by some locus poems movement, secured to its own purposes, when exhibiting a professional logic—massive learning—extended influence, it substitutes low cunning—party trickery—demagoguery, and small beer partisanship? Where its gratitude to its own party—its regard for the honor of the State—when it lifts up over superior men, a Biggs or a Reid? Are these the prominent men of a great State? Are we to offer, we must, that Asa Biggs and David S. Reid are the master minds—the leading spirits of the Democratic party of North Carolina? Is this the stuff out of which the *Looco* party is made when only men who stood acknowledged a level later than their peers in all the elements that go to make up greatness, were selected for the posts of honor—these times have gone by.

It was left for the *Looco* Foco party of North Carolina to reverse this standard of excellence and to substitute in place thereof, party efficiency—mousing political findings—unscrupulous mediocrity, and successful party confluence.

The Growth of St. Paul.—The rapid growth of the city of St. Paul, in the Territory of Minnesota, furnishes fresh evidence of the good-luck character of our country. In 1840 there was but a single house standing on the site where a busy and prosperous community is now found. St. Paul is now supplied with four daily papers, eight commodious and well kept hotels, several churches, and all kinds of appliances of a thrifty people. It is estimated that during the present season the steamboats arriving there have landed upwards of fifty-five thousand passengers.

Railroad Invention.—An improvement in railroad brakes has been invented by Mr. Rice, of Hallowell, Mass., by which, judging from the trials with it already made, it is believed that a train of cars may be stopped in one-third to one-half the time required by the old brake. It is an iron shoe brake, so constructed as to press on the rail instead of the wheel. The shoe is about 18 inches long, turning up at each end, so as not to hit against any slight unevenness on the rails, and moves by the same apparatus as the common brakes. When it presses on the rails it bears the whole weight of the load, and rides on the rails.

Carolina Watchman.

SALISBURY, N. C.
THURSDAY EVENING, NOV. 30, 1854.

From the South Carolinian—Extra. Nov. 26.
ARRIVAL OF THE BALTIC.
Four Days Later from Europa.
New York, Nov. 26.

The steamer Baltic arrived this afternoon with Liverpool dates of the 15th.

The news from the war is important. Since the last advance in fighting, attended with terrible loss of life, had occurred at Schadowitz, the Russian troops have made a flourish at the Allies, taking several batteries and striking the guns. The Baltic sailed from day break till four in the afternoon, and last night of the victory. Five thousand Allies, and eight thousand Russians are said to have been left dead on the field. The next day the Russians renewed the attack, but the result was not what was expected. It was said that the Allies would storm Schadowitz before the Russians could recover from their losses, but this does not seem probable, other statements being that their moral condition on the siege is rapidly reinforced.

The governments of France and England had received the most urgent requests for reinforcements from Lord Raglan and Gen. Canrobert, and 50,000 French would at once be sent. Every available steamer, including the Europa, Alps, Indus, and New York, had been taken for this service.

The reported destruction of Lord Cardigan's Regiment of Light Cavalry is confirmed. They charged a Russian battery of 30 guns, but were repulsed. Only 200 returned, 400 having been killed on the field.

MARKETS.
Liverpool, Nov. 15.
Cotton remains firm and in fair demand. Sales of the three days, 27,000 bales. Middling 10s. 3d. to 4d. Middling 11s. 0d. to 11s. 6d. Fair 10s. 0d. to 10s. 6d. Good 11s. 0d. to 11s. 6d. Very good 12s. 0d. to 12s. 6d. Extra 13s. 0d. to 13s. 6d. Canal Flour 44s. to 46s. Corn 4s. 4d. to 4s. 6d. Consols closed at 92.

We give up a large portion of our columns, the work of the Governor's Message, and to the proceedings of the Legislature as far as we have received them up to the hour of going to press. Those who wish to know what is going on at Raleigh, are referred to these.