



## The Tarborough Press,

BY GEORGE HOWARD,

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## POLITICAL.



### GOVERNOR'S MESSAGE.

Gentlemen of the Senate.

and of the House of Commons:

The periodical assemblage of a portion of the people, selected for their eminent qualifications, for the important trusts confided to them—to enact laws by which they, as well as their constituents, are to be governed—is an occasion interesting to the philanthropist, cheering to the friends of rational liberty, and an able commentary upon the excellence of our political institutions.

To that Department of the Government, assigned to superintend the due execution of the Laws, this assemblage should always be acceptable, as affording an opportunity to show how the duties of that Department have been discharged—to point out the defects of the laws, which experience has proven to exist—and to suggest such amendments and enactments as the good of the community may require.

Such is the interesting occasion, fellow-citizens, which brings us together; and, in the name of our common constituents, I cordially greet you, and tender you my hearty co-operation in the adoption and execution of all measures that may redound to the welfare of the community.

Since the last meeting of your Honorable body, although portions of our State have been visited with affliction, and with physical causes, destructive to the hopes and labors of the husbandman—yet the general health of the land, and the bounteous productions of the soil, have been such as to elicit the most profound gratitude towards that Author, from whom all blessings flow, and to whose superintending Providence we are indebted for all we are, and for all we hope to be. And it is our especial duty, as it is that of every Department of every American Government, earnestly to solicit a continuance of those peculiar favors, which have rendered the American people the blessed of the earth.

Within the same period, an event has taken place, in the death of our late lamented Chief Magistrate, which, while a grateful people have mourned their bereavement, and a suffering country felt the affliction, yet has it proven the fore-ought of our Revolutionary sages, in the adoption of our Constitution, and has tested its wisdom and stability. A similar event, in most other countries, would have been followed by a resort to force, or, at least, to extraordinary legislation, to establish the succession. With us, the successor, already indicated by the people themselves, glides into the Chief Magistracy, with an ease and quiet on his part, and an acquiescence on ours, that proves, how fortunate it is for the human family, when, in the establishment of their forms of Government, they select Wisdom, instead of Ambition, for their counsellor. And, it is to be fondly hoped, that every future test, like this, will assure the friends of our form of Government, of its strength, and its enemies, how delusive the hope of its destruction.

The result of the late Treaty with Great Britain, gives us pleasing prospects of continued peace; and, however widely some of us may differ from the President, as to the manner in which he has discharged a portion of his duties, yet the meed of praise is due to him, for his earnest and successful efforts, sustained and carried through by the eminent abilities of his distinguished Secretary, to adjust our difficulties with that Power upon principles of Honor and of Justice. Nor is it to be believed, that the good, arising from his adjustment, will be confined to the parties immediately concerned. The noble example, set by two of the most powerful, intelligent and honorable nations of the earth, in adjusting their difficulties, by a resort to argument, instead of arms, will be worthy the imitation

of every member constituting the great family of nations.

The history of nations ought to have taught, and it is hoped has taught the present generation, that that good which arises from the guidance of reason, and the dictates of justice, is more beneficial and permanent, than that which results from the most brilliant triumph of arms, victorious over right and justice.

In inviting your attention to such matters, as ought to engage your deliberation, during your present Session, I refer you to the first Article of our Constitution, as amended, whereby it becomes your duty, at this Session, to lay off the State into Senatorial Districts, and to apportion the representatives in the House of Commons among the several Counties of the State. The rules by which you are to be guided in the discharge of your duties, are so explicitly laid down in the Constitution itself, as to preclude all suggestions on the subject.

At the last Session of Congress, an Act was passed, to apportion the Representatives among the several States, according to the sixth Census. By this Act, the number of Representatives, to which North Carolina is entitled, is reduced from thirteen, to nine. It therefore becomes your duty, to lay off the State into nine Congressional, and eleven Electoral districts. In the discharge of this duty, justice to the citizens of every part of the State, demands, that the districts shall be laid off, as nearly equal in Federal Population as it is practicable to make them, and that they shall be most convenient for the voters and candidates of every district. Indeed, the principle, that in all popular elections, every citizen should have the full political weight to which he is entitled by the Constitutions and Laws of his country, is so obviously just & undeniable, that it is deemed scarcely necessary to suggest its adoption for your guidance in the discharge of your important duties.

By an Act of Congress, approved the 4th Sept. 1841, entitled "An Act to appropriate the Proceeds of the sales of the Public Lands, and to grant Pre-emption rights," a payment became due to North Carolina at the Public Treasury, on the 1st July last. On 24th June preceding, a communication from the Treasury Department was addressed to this Department, requesting that an Agent should be designated to receive the payment. I forthwith appointed CHARLES L. HIXON, Esq. Public Treasurer, the Agent of this State, to receive the payment; who proceeded to Washington for that purpose, but the amount was not then paid, for the reason, as it was alleged, that the net amount for distribution had not then been ascertained. On the 4th November, the acting Secretary of the United States, informed me that the accounts had been adjusted, and the sum of \$22,917 97 was found due this State, of which the Treasurer was informed, and he forthwith requested the Department at Washington to forward him a Draft for the amount. This Draft is daily expected. It becomes your duty to apply this fund to such purpose as your wisdom may suggest.

The Raleigh and Gaston Rail-road Company availed themselves of the Act of the past Session, entitled—"An Act to secure the State against any and every liability, incurred for the Raleigh & Gaston Rail-road Company, and for the relief of the same,"—by accepting the benefit of the Act, and giving the Executive notice of the acceptance within the time therein prescribed. The Deed of Mortgage, and Deed of Pledge required by said Act, have been duly executed and registered, and Bonds, to the amount of \$500,000, conditioned as required, have been executed and delivered to the Treasurer, signed by obligors, whom I believed at the time, to be able to pay and satisfy said Bonds. The Treasurer endorsed \$300,000 of the Bonds of said company, as directed by said Act to do, and delivered them to the Company; and having heretofore, under a former Act, endorsed \$500,000, the State stands responsible for the Company, now, to the amount of \$800,000. As yet, I am not aware that the Treasurer has been required to pay any thing for any responsibility, incurred by the State for this Corporation.

At the same Session, an act, somewhat similar, entitled "An Act for the relief of the Wilmington and Raleigh Rail-road Company," was passed. That Company availed itself of the benefit of the Act, by fully complying with its requirements, in giving the security, and their Bonds, to the amount of \$300,000, have been endorsed by the Treasurer, as by said Act he was directed to do. I am not aware that any demand has been made upon the Treasury for any liability incurred for this Company; and I am informed that the Company has discharged \$50,000 of said bonds as required by the Act. Besides the interest, which the State should feel from pride and from utility, in the success of these two noble enterprises, there is an additional interest, which invites your serious attention. For the first of these Roads, we have seen that the State is bound as security for \$800,000—for the latter, she is bound as

security now for \$250,000, besides being a Stockholder in the same to the amount of \$600,000. The first, and most important consideration then, is—How the Roads can be enabled to meet their liabilities, and thereby secure the State. The embarrassment of the country has been, for some time past, and is likely to be for some time to come, so extraordinary, that travel, the most profitable source of revenue to Rail-roads, has decreased exceedingly, and the productions of industry are so low, and the profits of merchandise so reduced, that the income from heavy transportation has greatly diminished. No doubt is entertained but that both Roads would speedily extricate themselves from debt, and make their stock profitable, could they have full employment. Any act of legislation, that could aid them, in procuring additional employment, without incurring additional responsibility on the part of the State, will certainly be wise and prudent.

It is more than probable that application will be made to charter a Company to construct a Rail-road from some point on the Raleigh and Gaston Rail-road, to Weldon, the point where the Portsmouth and Roanoke, and Wilmington and Raleigh Rail-roads meet; thus connecting, by a continuous Rail-road, our seat of Government with our own excellent Port of Wilmington, on the one hand, and with one of the best seaports in the world, on the other. No valid objection to granting this charter is perceived, while there is much to sustain its propriety. The distance is short, some fifteen miles, the ground is favorable, and the usual expense of Depots and Cars can be dispensed with, by the use of those belonging to the Roads, so greatly interested in this connection. Besides the advantage of transferring heavy articles and such as are inconvenient to handle, directly from the Vessels to Cars, that will deliver them in Raleigh, and vice versa, it will cheapen and quicken transportation, by competition, shorten the route by Rail-road to Wilmington, and give us the means of offering our products in the rival markets of Petersburg, Norfolk, and Wilmington, within a few hours after leaving the City of Raleigh.

The next inquiry is, by what means the vast productions of the fertile West can be made to travel Eastward, and reap the advantages of these Rail-road facilities. From personal observation, I have found the Roads, leading from Raleigh Westward, for the distance of fifty or sixty miles, and those passing over similar Geological formations, which range from North-East to South West, across the whole State, separating the rich valley of the Yadkin from Fayetteville, decidedly the worst in the State. Thus, we find the productions of this range, often seeking a market much more distant than our own, because more easy of access; the towns of Cheraw, Camden, Columbia, and in the far West, Augusta, and Charleston, are much more familiarly known than even Fayetteville or Raleigh; much less, those Towns farther Eastward; and this grows out of the impracticability, in a great degree, of passing over our Roads, with heavy burdens at that season of the year, most convenient to take our products to market. The remedy for these evils, is believed to be in good Turnpikes—improvements more within our means, and therefore more likely to be made, and answering every desirable purpose. I therefore recommend, that a Charter be granted, to make a Turnpike Road, from the City of Raleigh, to some point Westward, selected with a view to its ultimate continuance to the extreme West, requiring the Corporation to commence operations at Raleigh, and to finish specified sections of the Road within specified periods, and making it forfeit its charter as to all that part of the contemplated Road, which is not finished within the time prescribed, but granting the privilege to charge Tolls on all such parts as are completed, having a due regard to the citizens of the counties, through which the road may pass, so that they shall not be harassed by unnecessary exactions on those parts of the Road, lying in the Counties where they reside. Such a Charter would hold out inducements to capitalists, to embark in the enterprise, as they could abandon it, whenever they found it was likely to be injudicious, and yet retain what they had finished. Should this Road be continued to Waynesboro', which might be done at comparatively small expense, the Farmer would have the choice of markets, of Wilmington by the Railroad, or Newbern by the river Neuse. This Turnpike, it is confidently believed, would aid greatly to sustain the Rail-roads, and, at the same time, give to industry facilities, to which it is now a stranger.

In connection with these Roads, I will again invite your attention to the facility with which the State can be called upon for payment. If either of these Companies shall fail "to pay the principal and interest as it accrues, the Public Treasurer is authorized to pay the same, out of any money in the Treasury at the time," and for this the faith of the State is pledged. By reference to the amount of semi-annual interest, and annual payments of principal

which are required to be paid, it will be seen, that it is not probable, nor indeed it is necessary, that there should be in the Treasury at all times, an amount sufficient to meet these contingencies, which, it is to be hoped, will never happen. Yet, as they may happen, and as the pledge of the State must be kept under all circumstances, inviolate, and its faith sustained, I recommend that the Treasurer have authority to borrow from our Banks, a sum not exceeding, at any one time, the amount which the State may be required to pay between the sessions of the Legislature; and that these loans be contracted only as the demands are made, and after the funds belonging to the Treasury are exhausted.

By a Resolution of the last Legislature, the Treasurer was directed to borrow from the Literary and Internal Improvement Funds, such sums as might be necessary to defray the expenses of the State, until the 1st Nov. 1842—He, at no time, borrowing more than is required for the time being, and the officers, having charge of these Funds, were directed thus to loan them.—The inconvenience of this plan, to supply the wants of the Treasury, is experienced in this: A large amount of these funds have to lie idle in the Treasury, to be ready when the Treasurer may wish to borrow.—The Boards, having charge of the funds, are thereby restrained from seeking for them permanent investments, and the profits, which ought to arise from so large an amount, is greatly diminished, as it is not presumed, the Legislature contemplate paying interest on any more than was actually used.

As these liabilities of the Treasury are to continue for years to come, it is the part of prudence to make provision to meet them promptly, no matter how sudden and unexpected the call.

I would respectfully invite your attention to the Public Highways generally. In the Eastern section of the State, the variety of navigable sounds, rivers and streams, and the excellent adaptation of the face of the Country to good Roads, render Legislative negligence on these subjects, less oppressive. But from Fayetteville, the highest point of good Navigation Westward, (and the only navigation in our own State, in that direction, excepting the slight bateau Navigation of the Dan, as high as the County of Rockingham,) to the Buncombe Turnpike, a distance of some two hundred and fifty or three hundred miles, what navigable Stream, Rail-road, Turnpike, or McAdamized highway, gives to the laborer facilities of transportation? None!—literally, none! This vast extent of Territory, reaching from the Blue Ridge in the West, to the alluvial region in the East, and extending across the whole State, it is believed, will compare with any spot upon the globe, for the fertility of its soil, the variety of its productions, the salubrity of its climate, the beauty of its landscapes, the richness of its Mines, the facilities for manufactures, and the intelligence and moral worth of its population. Can another such Territory, combining all these advantages, be found upon the face of the whole Earth, so wholly destitute of natural or artificial facilities for Transportation?

I direct your attention to the wants of this portion of the State—it is the business of your wisdom to supply them. Fayetteville seems naturally to invite the commerce of the West. Her river affords as good and durable navigation at most rivers in the South; her exporting Port of Wilmington, superior to those of Petersburg, Richmond, and many other important Towns; and the wisdom of a previous Legislature, thought the necessities of this region demanded the advantages which a Railroad could afford. This scheme having failed, it is believed, from the pressure of the times, the next inquiry is—What scheme, that is practicable, will afford the desired facilities?

Next to Navigation and Railroads, Turnpikes afford the best means of taking produce to market. I therefore recommend that a Charter be granted to make a Turnpike from Fayetteville to the Yadkin river, at some point above the Narrows, or, if deemed most expedient, to some point on a similar road, leading from Raleigh, Westward, thus giving the West the advantages of both Markets; with such favorable conditions in the Charter, as heretofore suggested, that Capitalists will be induced to embark in the enterprise. And, surely, this scheme cannot fail for the want of means. Labor will be an excellent substitute for money, and labor cannot be difficult to obtain, in a region, now growing Cotton at six cts. per lb. Corn at one Dollar per bbl and Wheat so low, that it takes one half to transport the other to Market. Should this Road ever reach the Yadkin, no doubt is entertained of its continuance across the Catawba, westward—thus giving to this Road, the advantages which will arise from the navigation of these two noble rivers, from the Falls on the Southern border of the State, now wholly obstructing their navigation for a great distance towards their sources.

The Western portion of the State, comprising what may be termed the Mountain Counties, is a vastly interesting region, and invites your deep regard. To make them more interesting, we only have to make them more accessible. The sublimity and beauty of its Mountain Scenery, the purity of its waters, the buoyancy & salubrity of its atmosphere, the fertility of its valleys, the verdure of its mountains, and, above all its energetic, intelligent and hospitable inhabitants, make it an inviting portion of the State. The face of the country necessarily makes the construction of Roads very difficult and expensive, and the sparseness of the population in many places, forbids the imposition of a duty so onerous upon them. These Mountain Roads are made at an expense, much less than might be supposed; and, when well made, are very firm and easily kept in repair. The rapid descent in the Streams forbids much hope from Navigation, and, therefore, renders their claim upon the liberality of the Legislature, to aid them in these Roads more just and meritorious.—When good Roads shall be established in that region, it is believed the population will increase with rapidity, Agriculture improve, grazing will be extended, and Manufactures and the mechanic Arts will flourish in a location, combining so many advantages, and inviting their growth. The improved Highways will be additional inducements to the citizens of other sections of our State, to abandon their usual Northern Tours, or visit to the Virginia Watering places, for a tour much more interesting among our own Mountains, much cheaper and much more beautiful—a Tour in which they will inspire health in every breath, and drink in health at every draught. The large amount of money paid, and to be paid, into the Public Treasury, from that quarter, for vacant and Cherokee Lands, would seem to give stronger claims to aid from the Treasury. It is therefore respectfully recommended, that you give to that section of the State, such aid, as in your wisdom its condition may require, and the condition of the Public Treasury may justify.

The Buncombe Turnpike, in which the State is a stockholder, shows the great advantages arising from such improvements, and its profits, of twelve to fifteen per cent per annum, prove the great use that is made of it.

There is another inconvenience to which this section of the State labors, and to which I deem it proper to call your attention.—This extensive Territory is wholly destitute of Banking facilities, although it is so large, that the County, which once embraced nearly the whole of it, was frequently dignified with the appellation of a State. When it is recollected, the large amount that is due to the State, for the sale of herokeye lands, it becomes a matter of public interest, that the debtors, who reside mostly in that quarter, should have a currency among them in which to make payment.

Turning our attention to the Eastern part of the State, two improvements, said to be practicable, assume an importance that renders them National in their character. I allude to the opening of the Roanoke Inlet, and connection of Pamlico Sound, by a Ship Channel, with Beaufort Harbor. Frequent surveys of the first of these proposed improvements, made by able and scientific Engineers, and, more particularly, one lately made under the authority of this State, by Maj. WALTER GWYNN, whose qualifications, endorsed by the General Government, are equalled only by his practical skill, establish the feasibility of this work. The advantages arising from this improvement to our Commerce, are too obvious to need pointing out. But the view to be taken of its vast importance, is, in the protection it will afford to our shipping, and the lives of our seamen. The difficulty and dangers often encountered at Ocracoke Inlet, render the connection between Pamlico Sound and Beaufort Harbor of vast importance to the convenience and security of our Commerce and Shipping. It will be an extension of that inland navigation, so essential to us, in time of war, and give access to one of the safest harbors on our coast, and one from which a Vessel can be quicker at sea, than from any other, perhaps, on the Continent. In these improvements, the Commerce of the nation is interested; it becomes the duty of the nation to make them, if they be practicable and proper. I therefore recommend, that you bring the attention of Congress to the subject, in the manner most likely to effect the object. The attention of Congress has been repeatedly drawn to the first of these objects, but nothing is yet done. We should assert a continual claim to our right, to have this work effected by the General Government. It is beyond the present ability of the State to execute it, and if it were not, it so appropriately belongs to the General Government to execute it, that it might be considered an infringement of its rights, for the State to attempt it. You would be saved the trouble of this appeal, if the nation could witness one of those storms so