

# THE TARBORO' PRESS.

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The Tarborough Press,  
By GEORGE HOWARD, Jr.

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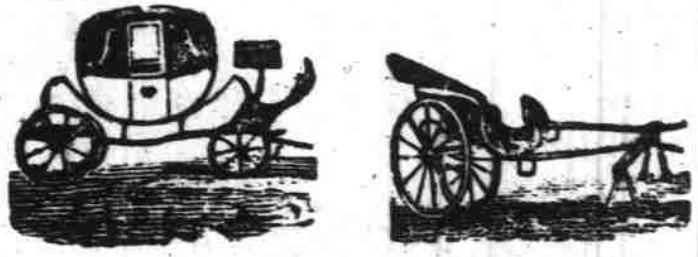
**N.M. Martin & Donnans**  
Petersburg, Va.

(Store opposite Powell's Tavern.)

CONTINUE THE  
**COMMISSION**  
And Grocery Business.

Prompt and faithful attention will be given to the sale of COTTON and other PRODUCE consigned to them. They offer for sale Cotton Baggings, Bale Rope, &c. on reasonable terms.

Petersburg, Sept. 25, 1846.



**CARRIAGES, &c.,**  
FOR SALE.

THE Subscriber offers for Sale, a superior Northern-built Carriage, Made in latest style and best materials—a

Leather-top Buggy

—a Cloth-top BUGGY, and a PATENT SULKY,

—all new, with first rate harness to them.

ALSO, a second-hand barouche, but little worn—and a buggy, very cheap—harness to them. GEO. HOWARD, April 22nd, 1846.

**Volunteers for Oregon.**  
Attention! rheumatic Battalion!



IN anticipation of a war with England, the individuals composing the Rheumatic Battalion are each and every one notified and warned to appear (armed as shall hereafter be directed,) before

Orderly Surgeon GEO. HOWARD, in Tarboro', and purchase a bottle of

Hewes' Liniment and Elixir,

which is warranted to cure all the old cases of chronic or inflammatory Rheumatism that have remained uncured up to the present time. This without delay, so that you may be in readiness to march, if called upon. To the Universal Rheumatic Battalion! Given this day at Head Quarters by

COMSTOCK & CO.

Commanders General.

The above article is sold wholesale by Comstock & Co. 21 Cortlandt st. New York—by Geo. Howard, Tarboro'—M. Wesson, Gaston—F. S. Marshall, Halifax—Bennett & Hyman, Hamilton—F. W. Moore, Williamston—and by one person in every village in U. States and Canada. March 19, 1846.

DR. TURNER'S

**Ague and Fever, and  
Chill and Fever  
PILLS.**

THESE PILLS have been extensively used in private practice for the past 6 years, with the most unparalleled success; in fact, in no single instance have they been known to fail in effecting a safe cure in 24 hours, in cases of the most formidable character, and even after the most eminent Physicians have exhausted their utmost skill, the patient, almost without hope, has been entirely cured in 24 hours by the use of these pills alone.

These pills are prepared by Dr. Henry M. Turner, sole proprietor near Fayetteville, Cumberland county, N. C.

G. HOWARD, agent, Tarboro', E. Edwards, Joyner's Depot, W. J. Armstrong, at his Store, G. Armstrong & Sons, Rocky Mt. J. C. Knight, Tradesville. Tarboro', Nov. 25, 1845.

**Notice.**

HORSES that have ring-bone, Spavin, wind-galls, &c. are cured by Roofs' Specific—and FOUNDERED horses entirely cured by Roofs' Founder Ointment.

For sale by Geo. Howard.

**Patterson & Wills,**  
PETERSBURG, Va.

August 25th, 1845;

HAVE in Store and are receiving the following Goods, to wit:  
60 hhds P. Rico, N. O., St. Croix and refined Sugars,  
200 bags Lagnira, Rio and Java coffee,  
20 hhds P. Rico and Cuba molasses, part prime,  
1000 sacks L. P. and G. A. salt,  
200 ps. cotton bagging, part sup'r qual.  
200 coils Bale rope,  
0000 lbs. Virginia cured bacon,  
10000 " Western sides and shouldors,  
250 sides "good" and "damaged" Sole Leather,  
50 doz. Russet upper do.,  
500 lbs. Shoe thread,  
150 bls. No. 1 and 2, N. C. herrings,  
100 boxes Sperm and Tallow candles, approved Brands,  
20 boxes & bls. Loaf & Crushed sugar,  
5 bls. superior Pulverised do.  
100 bags Drop and Buck shot,  
100 kegs D. P. powder,  
30 tons Swedes and English Iron,  
5 " band and hoop do.,  
3 " blistered, German & Cast steel,  
250 kegs cut and box nails,  
10 doz. Wells & Co. approved axes,  
50 casks London porter—q'ts & p'ts,  
10 hhds Baltimore whiskey,  
50 bls. do. do.  
50 " superior Northern A. Brandy,  
15 " N. E. Rum,  
10 " Scuppernon Wine,  
10 qr. casks Teneriff and S. M. do.  
1 pipe superior old Madeira,  
5 qr. casks Port wine,  
5 half pipes superior Cognac & Champagne brandy, warranted genuine,  
30 bls. old Monongahela whiskey,  
2 puncheons best Jamaica Rum,  
3 pipes H. Gin,  
100 nests Iron and Wood bound tubs,  
20 bags pepper, spice and ginger,  
5 half chests superior G. P., Imperial and Y. H. Tea,  
80 doz. Bed cords, best Hemp,  
100 " Cotton Lines,  
100 reams Wrapping paper,  
50 " Writing & Letter do.  
20 boxes Whitmore's genuine Cotton and Wool cards,  
100 bls. new City ground, family flour,  
100 " S. F. ditto—ditto & country,  
25 " superior Cider Vinegar,  
100 bushels best Clover seed—selected.

Together with other articles usually kept in the Grocery line; all of which we offer for sale, upon such terms as we think a fair examination cannot fail to approve. We are agents for the sale of Jabez Parker's

**Thrashing Machines,  
FAN MILLS, STRAW CUTTERS &  
Corn Shellers;**

Which are sold at the same prices as by the Manufacturer.

We also solicit a continuance of the very liberal patronage heretofore received in the way of Consignments of Produce: say Cotton, Tobacco, Wheat, Bacon, &c.; and pledge ourselves to be unwavering in our terms of Commissions, as we place all on an equal footing. Say fifty cents per Bale for Cotton, and all other kinds of Produce 2 1/2 per cent. Also, the receiving and forwarding of Merchandise.

**The unparalleled popularity of  
Hay's Liniment,**

IS a trophy of its virtue—the genuine Hay's Liniment has cured over twenty thousand cases of PILES in the United States. It is the only article used and prescribed by the Faculty of New York, and it is recommended by every Physician in the country who has used it or seen its effects on others. The genuine has Comstock & Co.'s name on each wrapper.

Sold wholesale by Comstock & Co. 21 Cortlandt st. New York—by Geo. Howard, Tarboro'—M. Wesson, Gaston—F. S. Marshall, Halifax—Bennett & Hyman, Hamilton—F. W. Moore, Williamston—and by one person in every village in U. States and Canada. March 19, 1846.

**Just Received,**

By the Subscriber,

A LARGE ASSORTMENT Swedes, American and English Iron, German & cast Steel, cut & wrought Nails. Castings, consisting of ovens, pots, spiders, skillets, tea kettles, andirons, cart and wagon boxes, ploughs, points & heels, Spades, long handled shovels, hoes, trace and halter chains, sulky springs, Turke Island salt, blown & ground salt, White lead, linseed and train oil, 8 x 10 and 10 x 12 window glass—putty.

ALSO, a very large & general assortment of

**GROCERIES,**

Hardware and Cutlery, China, Glass, Crockery and Stone ware. For sale on accommodating terms.

JAS. WEDDELL.

Tarboro', Nov. 12, 1845.

## POLITICAL.



### GOVERNOR'S MESSAGE.

(continued from last No.)

It is submitted to your inquiry, in connection with the Revenue, whether the Bank of Cape Fear has paid to the State, and the Literary Fund, the full amounts semi-annually due for Dividends—their custom, being to pay the tax on the Shares of Stock owned by individuals, out of the whole profits of the Bank, instead of the Dividends of profits allotted to individuals. This course is supposed by them, to be sanctioned by a decision of the Supreme Court, on the taxing clause in their old Charter; but the renewed charter of 1833 is in different language, and it could hardly have been the design of the Legislature to exact a less tax on the Stock of individuals in that Bank, than on that in similar institutions in the State.

To aid the Treasury, until other means can be realized, I suggest that the Bonds, Notes and Judgments, held by the Literary Board, chiefly of the unexpended balance appropriated to drain Swamp Lands, be turned over to the Public Treasurer, to be collected and applied according to our necessities; but, that the State be charged with the amount thereof, as a loan, the interest of which shall be faithfully paid as an annual part of the distribution for the support of Common Schools. The effectual security of the Principal, and the punctual payment of the interest, is all that is now desired from the Literary Fund. The proposed disposition of this part of it, while it supplies the present wants of the State, will relieve the school Fund from the expense incident to the present Loan Office in the Literary Board; and the increased Revenue, in the mode already set forth, will afford ample means for the payment of the interest. It will simplify the Public Accounts, to direct Bonds of the Wilmington and Raleigh Rail Road Company, now lying in the Treasury, and amounting to \$50,000 as before stated, to be transferred to the Literary Fund, and as an equivalent, that the Tavern and Auction taxes be hereafter paid into the Public Treasury.

To liquidate the State's responsibility for the Raleigh and Gaston Rail Road Company, as early as practicable, I recommend the creation of a sinking fund, to be applied in buying in and cancelling both kinds of bonds, when they can be purchased at, or below par, to consist, 1st, of any surplus which may be in the Treasury, after defraying customary expenses and specific appropriations. 2nd, Any income derived from said Rail Road if retained, or its proceeds, if sold. 3rd, Any recoveries effected against the Stockholders in said Company, under the 14th section of the act of 1839, or against the Stockholders and Subscribers under the Act of 1841. Suits are now pending against sundry obligors to the bonds, given for the State's indemnity under the act of 1841, who failed to renew their bonds biennially, as required by law, and I regret that no decision has, as yet, been rendered in the premises. It is contended on behalf of the State, that a failure to renew, is a breach of the condition of the bond, inducing a forfeiture of the whole penalty. Since the foreclosure of the Mortgages, and the insufficiency of the real and personal estate of the company, to indemnify the State in her suretyship, it has become an interesting question to what extent can she claim to be indemnified by the individual stockholders and bondsmen, and at what time is her rights thereto to be asserted? By the 14th section of the act of 1839, in the case which has happened, to wit, "of the insufficiency of the property of the company to pay off and satisfy the full amount of bonds, then directed to be indorsed, including the principal and the interest thereon," each and every stockholder was to be bound, to pay towards making up such deficiency, an amount corresponding with his stock held therein, at the time when such deficiency should be ascertained. The act of 1841, designed from its title, further to secure the State

against loss, as well as to grant further aid to the company, provided amongst other things, for the execution and delivery of bonds, in the aggregate penal sum of \$500,000, by stockholders and subscribers, consenting to indemnify the State against any loss or damage, in consequence of her suretyship, in the premises, and "insufficiency of the real and personal estate and property of said company to discharge the same." It would seem, therefore, to have been the intention of the act of 1839, to hold the stockholders individually responsible for "any loss to the State in the payment of principal or interest," after applying the mortgaged property, to an equal amount with their subscriptions of stock. Nothing that I perceive, in the act of 1841, changes that intention. The bonds directed to be taken, appear to have been purposed, at the least, as cumulative security for the former liability, and to provide a more easy remedy in case of non-compliance. Whether the bonds actually taken conform to this construction of the statute, or whether it may be necessary to resort to a Court of Equity to assert the State's remedy in its full extent, on the ground of mistake or inadvertence in framing the bonds, is a matter for your mature deliberation. That the act of 1839, section 14, obliged the stockholders to save the State harmless, both as to principal and interest, cannot be doubted. Nor, will it be readily admitted, that the act of 1841, *in pari materia*, was designed to abridge or surrender any security. Those stockholders, who did not give bonds, seem to be responsible to the amount of their stock, under the act of 1839, for both interest and principal. And it would be an anomaly in the subsequent proceeding, if they are under heavier obligations than their associates, who entered into bonds besides being stockholders.

But whatever may be the extent of the liability of these stockholders and bondsmen, or whatever may be the forum to enforce it, I apprehend that the event has happened on which it may be at once asserted. An opinion has prevailed, that the State, although obliged to pay interest in the mean time, and \$500,000 of principal in 1860, or thereafter, could have no redress on these obligations until after that distant period. The law, it is true, renders the debt irredeemable, until that time, to give the capitalist assurance of a long loan and thereby to enhance the value of the stock. But after exhausting the remedy by mortgage, and it being demonstratively certain, that a large balance even of principal, must be paid by the State, I see nothing which requires delay in exacting any part of the indemnity stipulated. Should these suggestions meet your concurrence, you will of course give the corresponding directions to the law officers of the State. How much may be realized, either from the income or re-sale of the Rail Road, or from the liabilities just referred to, is as yet uncertain. In advising, therefore, but a temporary provision for extra taxation, I am influenced by the consideration, that possibly it may not longer be required, rather than by the fear of any aversion of our constituents, to contribute whatever may be needed to redeem the public obligations, however incautiously or unfortunately entered into. The odious doctrine that a State may refuse or postpone the fulfilment of contracts guaranteed by her public faith and sovereign honor, has no resting place in all our borders, and I am yet to hear of a single exception to the unanimity of our people upon this subject.

Legal proceedings were instituted for the foreclosure of the Mortgages, on all the property of the Raleigh and Gaston Rail Road Company, at Spring term, 1845, of the Court of Equity of Wake County, as directed by the act of the last session. But owing to the resistance made by the company and the decision of the Superior Court in their favor, an appeal was rendered necessary to the Supreme Court, and the decree of foreclosure was postponed until the Autumn term of that year. A sale under this decree was made on the 29th of December following, and the Rail Road, and all other property of the company, was purchased by the State, on the bid of the Governor, at the sum of \$963,000, the amount authorized by the act aforesaid. Possession was taken on the first of January, 1846, by the Board

of Commissioners constituted by the act in the event of such a purchase, and officers and agents were appointed to manage and conduct the operations on the road, as the property of the State. A report of their action thus far, will be laid before you by the Board in a few days, embracing the statements of the President and Treasurer; and the journal of the Commissioners, as well as all the vouchers and books of account of these officers will be at any time open to your inspection. Upon the construction given to the law by the Executive, no part of the former earnings of the Rail Road secured to the State, by a decree of sequestration against the company, could go into the hands of the Commissioners; and the sum of \$2,600 accruing from that source has been therefore paid into the public treasury. It will thus be perceived, that to support the operations of the road in all its departments, there was to be no other reliance than from its own receipts, from and after the first of January last.

The experiment to this time, removes all doubt of the ability of the road to sustain itself, if well conducted, so that its advantages will still be continued to the people of the State, and encourages the belief, that after all necessary outlays for repairs and expenses, even at the present rate of income, it will afford some returns to the treasury as profits on its cost. The current year has not been regarded as quite so favorable to the business of the road, as may be expected in general, by reason of diminished freights, from the shortness of the crop of tobacco, less accommodation in stage travelling in connexion with the rail road, and other causes. Notwithstanding these disadvantages, however, the amount of earnings of the establishment for ten months, has been near \$51,678 00, and the disbursements in the same time, for expenses, including the purchase in October, of an additional locomotive, about \$36,000 00. The officers of the Road have been instructed, that while they observed all prudence and economy in expenditure, no needless repairs were to be neglected; and its condition is believed to be now equal to, if not better than, at the time of sale. On the 1st of July last, the sum of \$7,200 was paid out of its profits into the public treasury, to defray the interest on \$240,000 of Rail road bonds, then falling due, for which the State was bound, as already shown; and on the 31st of October, there had accumulated a balance of about \$8,300 more.

The importance of this public work to the agriculture and merchandise of the country, will be apparent from the exhibit of 25,500 00 dollars of the above earnings, for freight on transportation of property. What disposition shall now be made of the rail road, is an enquiry of much consequence. It was not thought expedient to offer it for sale, under the powers conferred on me by the act of Assembly; and no tenders have been made for purchase. I recommend that it be placed under the control of the Board of Internal Improvement, or other Commissioners specially appointed for that purpose, with ample powers to make sale in whole or in part, and to agree in their discretion upon terms and price limited only by the amount at which it was purchased by the State as a minimum. But in the meantime, that a committee of your body shall make a thorough examination of the entire concern, receive any offers of purchase that may be made, and give instructions to such Commissioners in so far as may be deemed advisable. Such works are more likely to be advantageously carried on under the keen eye of individual interest, than with the supervision of public agents only. And it is therefore desirable, that at least half of the property in this road be sold, that it may pass under the control of a directory having an interest in the adventure. This course is also made acceptable from the consideration, that any sums falling into the Treasury, from the sale of the Road, will, by so much, relieve it from the involvement contracted on its account.

The yearly Report of the Wilmington and Raleigh Rail Road Company has not yet been received, but will be submitted to you along with the Report of the Board of Internal Improvement. In November last, they exhibited a reduction of 30,000 dollars in principal of their debt, besides