

THE TARBORO' PRESS.

Whole No 1083.

Tarborough, Edgecombe County, N. C. Tuesday, December 8, 1846.

Vol. XII. No. 49.

The Tarborough Press,
By GEORGE HOWARD, JR.

Is published weekly at Two Dollars per year if paid in advance—or, Two Dollars and Fifty Cents at the expiration of the subscription year. Subscribers are at liberty to discontinue at any time on giving notice thereof and paying arrears. Advertisements not exceeding a square will be inserted at One Dollar the first insertion, and 25 cents for every continuance. Longer advertisements at that rate per square. Court Orders and Judicial Advertisements 25 per cent. higher. Advertisements must be marked the number of insertions required, or they will be continued until otherwise directed, and charged accordingly. Letters addressed to the Editor must be post paid, or they may not be attended to.

N.M. Martin & Donnans
Petersburg, Va.

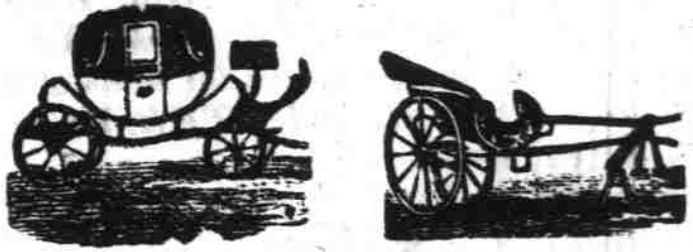
(Store opposite Powell's Tavern.)

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 Bagging, 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 Canadas.
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 sure 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 Roof's Specific—and FOUNDERED horses entirely cured by Roof's 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 Laguira, 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.
10000 lbs. Virginia cured bacon,
10000 " Western sides and shoulders, sides "good" and "damaged" Sole Leather,
50 doz Russet upper do.,
500 lbs. Shoe thread,
150 bls. No. 1 and 2, N. Ca. 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,
50 doz. Bed cords best Hemp,
100 " Cotton Lines,
100 reams Wrapping paper,
50 " Writing & Letter do.
20 boxes Whittimore'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 &
Coru 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 surety 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 Canadas. 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,
Curks Island salt, blown & ground salt, White lead, linseed and train oil,
8 x 10 and 0 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.)

The Act of your last session for the re-organization of the Portsmouth and Roanoke Rail Road Company, by a sale of its property, under the authority of both States, was not acceded to by the Legislature of Virginia. That body, however, has made a separate enactment upon the same subject matter, so novel in some of its provisions as to call for a moment's notice. It directs a sale of all the property and franchises of the Company in both States, by the Board of public works of Virginia; but provides, that if at the sale, or at any time thereafter, the State of North Carolina or any Company incorporated by her for purposes of internal improvement, should in any way become the owner of the said Rail Road, "the General Assembly of Virginia reserves the right to revoke all the powers, privileges and immunities conveyed by such sale, and to declare the same null and void." Now all this so far as relates to North Carolina, or to the known purposes of any of her citizens, is the mere effusion of a jealous and hostile spirit, without object or meaning. She had neither manifested nor entertained any wish to become the proprietor of this Rail Road. Her Board of Internal Improvement, it is true, stood in the situation of a creditor of the Company for monies lent, but were amply secured by a mortgage, on a part of the Rail Road property, prior in lien to any other. There is another provision in this act of more significance. It declares in a subsequent section, "that in case the authorities of the State of North Carolina, shall at any time, by legal process or otherwise, deprive the Petersburg Rail Road Company of any of the privileges and advantages of its charter, obtained from that State, for any act done, or omitted to be done, by the said Company, or by any means whatsoever, prevent the said Company from conducting their operations, on so much of their Rail Road as lies within the State of North Carolina, or any part thereof, by reason of any act heretofore done, or omitted to be done by said Company, then all the rights conferred by that act, on the purchasers of the Portsmouth and Roanoke Rail Road, shall cease and be determined, until the State of North Carolina shall reinstate the Petersburg Rail Road Company in all the privileges granted them, in the several acts passed for their benefit by said State, or until the Legislature of Virginia shall otherwise direct." To apprehend the full meaning of this clause, it must not be overlooked, that both the Petersburg and Portsmouth Rail Roads lie partly in North Carolina, and their respective Companies exercise and enjoy all their rights and privileges on this side of the line, under charters from her Legislature—that the last named company were sued by a creditor, in an action at law, and after judgment, an Execution was levied on that section of its road, running through the county of Northampton, a sale and purchase took place by virtue thereof, and the Supreme Court affirmed the same, to the extent of conferring on the purchaser the legal title in the land and fixtures of the road, but not the franchise of transporting thereon. In this condition, the acquisition was of so little value or utility, that the advantages of the road would, in all probability, have been continued to the public by the re-union of the estate and franchise, but for the action of the Petersburg Company. That Company entered into a covenant with the purchaser of the estate, to pay in instalments \$60,000, for preventing transportation, over the section, of which the title was in him, with a stipulation that the later payments should cease, whenever that part of the road should again be bro't into use. In other words, the Petersburg Company, in effect, bought from him the disuse of the Portsmouth Road, and paid him a consideration for withholding from the public the conveniences for which the Legislature had authorized its construction. The right of the individual party to

this agreement, thus to dispose of his interest, under decision of the Court, is not denied; and had the other contracting party been a natural person, it would never have been questioned, however great might be the inconvenience of the loss of the road. But, in my view, a corporation, the mere creature or the law, must look to its charter, for privileges not for restrictions: what is not authorized to it, is denied; and by consequence, the Petersburg Rail Road Company, permitted by its charter only, to construct a rail road from that town to its southern terminus, and to transport on the same, had no right either to participate in the profits of transportation on the Portsmouth road, or to suppress transportation thereon. Regarding this contract as designed for the destruction of the Portsmouth Road, to the end that the other might have a monopoly of the business done by both, and as such a public injury and transgression of its own corporate rights by the Petersburg company, and perceiving that that company had made no reports to the Legislature of this State, of its operations within our limits, as was expressly required to be periodically done, by the act of its creation, I directed the Attorney General to file an Information against them in the Supreme Court, and require them to show cause why their charter should not be declared forfeited. At the last Term of that Court, judgment was rendered in this case for the defendant. The opinion announcing this decision is accessible to you, and to it, you are referred, to determine whether any new process shall be instituted in the premises, or whether any new legislation be needed, to prevent mischiefs in like cases for the future.

It was while this Information was pending, that the General Assembly of Virginia, made their "enactment," in which it is plainly intimated that if a contrary decision from that arrived at by the Court should be made, and this corporation should be deprived of any of its privileges, now enjoyed under our law, by reason of any neglect of duty, or by any transgression whatever, it should be retaliated with the loss of the Portsmouth road also. This State had made herself no party in the rivalries of these Companies, but authorized the construction of both roads, to procure the advantages of two highways for market and travel, expecting to her people, of course, the fruits of a fair emulation between them. But, in the dispensation of her justice, whether among corporations or individuals, and in the execution of the homage due to her laws, in her own territory, no influences from abroad can be permitted to interfere. Not to remark on the departure from comity, implied in gratuitously assuming, that North Carolina desired to possess one of their roads, and proclaiming by public advertisement, that she should be excluded from the biddings, though part of it was in her limits and existed by her leave, while the same statute appoints agents to attend and bid for Virginia; and on the denunciation, that if, for violations of our law, ascertained and adjudged by our highest judicial tribunal, in a proceeding then before it, the company owning the other road should be deprived of any of the privileges and advantages granted to it by this State, then the use of both should be lost; This Act of the General Assembly of Virginia indicates a presumption on her part, of dependence by us, upon her, for markets and the means of reaching them, which requires an examination of the relations between us. In that point of view, it calls for a minute revision of the charters heretofore so liberally granted for the promotion of trade to her towns from this State, an investigation of the fulfilment of them by those to whom they have been granted, and, if necessary, the provision of new guards for the security of the advantages to us, which they were designed to procure. It also suggests the necessity of Improvements of our own, which shall break any such dependence, (where it may exist,) as far as possible, and place the State in a posture, at all times, to vindicate the public justice, (as must needs be done at any sacrifice,) without any apprehension of loss or inconvenience from privileges granted, being withdrawn by a neighboring State.

A Rail Road from Raleigh to Fayetteville would be an important work in such

a system of Improvement. It would at once render available the existing 87 miles of road in concentrating the trade of the country between Raleigh and the Roanoke, on the navigable waters of Cape Fear river, if an equally good market should be found there, and render us independent of that less liberal spirit and policy on the part of Virginia, which pervades the Statute on which I have been commenting. It is therefore recommended that this Road be encouraged, by the grant of a liberal charter, and by any other aid that the Legislature may deem expedient.

There has been much discussion recently in regard to an extension of both of the existing Rail Roads of this State, to a junction with those of South Carolina. I would greatly prefer a Road from Fayetteville to Salisbury or Charlotte, and thence penetrating South Carolina towards Camden, to either of the connexions proposed. But since the State is not in possession of means for the construction of such a work, and the individuals who may be disposed to patronize it prefer the more direct lines, so as rather to compete for travel, than to afford facilities for commerce and agriculture, I perceive no objection to granting charters to the patrons of the projected works, both from Wilmington and Fayetteville to South Carolina, leaving to individual enterprize to determine the success of either or of both. Neither would extend far enough through our territory to afford any greatly increased facility to our citizens in going to market, or add much to the business of our trading towns, while either would contribute largely to swell the stream of travel on the present Road, with which it may be joined.

From the action of Congress at the last session, there seems to be no probability at present, of the re-opening of the inlet between Albemarle Sound and the Atlantic, under their auspices. And I regretted to learn from the debates in that body, that the project had suffered prejudice from the last report in regard to it, by some member of the Engineer Corps of the United States. This report has not been seen by me, but will claim your examination, with a view to further action on the subject.

In conformity to the Resolution of the last Session, the Mortgages held by the State, on the Clubfoot and Harlow's Creek Canal, connecting Neuse River with Beaufort Harbor, were foreclosed; and a sale being decreed, the Public Treasurer, at my request, attended and bid in the Canal for the State. It will now devolve on you, to give directions for the future disposal of it. Boats of light draught yet pass through it, and although the locks are decayed, I presume, for a reasonable expenditure, it may be made passable for sea-going vessels, sufficient in size for the coasting trade. Uniting as it does the best harbor on the American coast, between the Capes of Virginia and those of Florida, with our interior waters, I deem it preferable that it shall be kept and improved by the State. But if no appropriation be made for its improvement, let it be disposed of to a Company, or individual, with some stipulation on the part of the purchaser, to keep it in order for navigation, and to allow its use to the public for fair compensation.

A canal from Lumber River to Cape Fear River, has long been in contemplation by the people in that quarter, and its obvious advantages, from an inspection of the map, ought to ensure for it at least a liberal act of incorporation.

More than thirty years ago, companies were incorporated for the improvement of the navigation of all the larger rivers of the State, and an Engineer was employed, for a considerable time, in making surveys, preparatory to a general system of internal improvement. Owing to causes not necessary to be now reviewed, scarcely any of the works then contemplated were completed, and all these chartered companies, except in the instances of Roanoke and Cape Fear, have lost their privileges by non-user. Of late, a disposition has been manifested by the people of those sections, to re-attempt the navigation of Neuse and Yadkin rivers. I entertain no doubt, that by merely removing the timber which are imbedded in the channel of Neuse river, and the branches of trees