

THE TARBOROUGH PRESS.

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The Tarborough Press,

BY GEORGE HOWARD, JR.

Is published weekly at Two Dollars per year in advance—or, Two Dollars and Fifty Cents at the expiration of the subscription year.

Advertisements not exceeding a square will be inserted at One Dollar the first insertion, and 25 Cents for every succeeding one. Longer ones at that rate per square. Court Orders and Judicial advertisements 25 per cent. higher.



CABINET FURNITURE.

FROM the IMMENSE INCREASE of our business, we have been under the necessity of taking the whole up-story over L. Pender's Store, at the sign of Pender & Brother, where may be found

AN IMMENSE Stock of Furniture,

Consisting of the same articles which will be seen advertised at the Old Stand. Persons that have not had an opportunity of seeing a magnificent stock of furniture, are respectfully solicited to call, as prices and quality shall surely suit. Furniture repaired at either place at the shortest notice.

F. L. BOND.

N. B. In order that a man may do himself justice, let him see articles of Furniture before purchasing. No body likes to buy a cat in a bag.

Tarboro', Sept. 29, 1848.

Mrs. J. C. HOWARD,

HAS just received her Fall supply of Goods, which as usual comprises a general assortment of the most neat, useful and ornamental articles, in the

Millinery line.

All of which will be sold on her usual liberal and accommodating terms.

Nov. 2, 1848.

Bridge Building.

PERSONS desirous of having bridges built, either on the plan of driving the posts or by mud sills, are informed that they can be accommodated, on moderate terms, by applying to the subscriber, who has under his direction negro ELLI, who has had considerable experience in that business, and is fully prepared to undertake such jobs.

COFFIELD KING.

Tarboro', N. C., Dec. 1, 1848.

Highly Important News from the South.

The following extract of a letter is from a very respectable mercantile house, dated

Washington, Rappahannock Co. Va., }
May 26, 1846. }

Dr. D. Jayne—Dear Sir,—Our Mr. Jones has been in a very bad state of health for more than a year; he has had the benefit of the best medical advice our country affords, and also visited your city during last summer, but found no relief. On the 15th of April last, we purchased half dozen bottles of your Tonic Vermifuge, and half dozen boxes of Sanitive Pills. Through carelessness in packing the articles in a dry goods box, one half the Vermifuge was broken. Mr. Jones commenced with the Pills, and after taking a few doses, felt a decided improvement. The three bottles of Vermifuge, which came safe to hand, brought from him, he thinks, not less than one thousand worms, and perhaps many more. He is now in better health than he has been in for years, and we hope a few more bottles of your Vermifuge and Pills, will effect a permanent cure. All our physicians have entirely mistaken his case, Prof. Samuel Jackson, of your city, at the head. Mr. Jones is most anxious to get more of your Pills and Vermifuge as soon as possible.

Respectfully, J. B. JONES & Co.
Prepared only by Dr. D. JAYNE, Philadelphia, and sold on agency by

GEO. HOWARD.

Where may also be had Jayne's Ague Pills, warranted to cure Fever and Ague, Intermittent Fever, &c. Also the American Hair Dye, also warranted to change the hair to a beautiful auburn or jet black color, without staining the skin.

An unequalled Remedy

1ST. For colds, and feverish feelings and preceding Fevers. 2nd. For asthma, liver complaint and bilious affections. 3d. For diarrhoea, indigestion and loss of appetite. 4th. For constipation in females and males. 5th. For stomach affections, dyspepsia and piles. The great jointure, it is not bad to take, never gives pain, and never leaves one costive!! For all these things it is warranted unequalled, and all who do not find it so may return the bottle and get their money back. This medicine is LONGLEY'S

Western Indian Panacea.

We assert there is no family medicine of half its virtues, and none that will so delight the users of it, and to convince all that these are facts, we offer as above. Try it without price, if you are not charmed by its effects. Fuller descriptions and an Almanac for 1848 gratis, with the agents for the county. (See below.)

The Human Hair

Is admitted by civilized as well as barbarous nations to be when full, flowing and perfect, the greatest ornament, and when imperfect or wanting the greatest disadvantage to the personal appearance of male or female. That it is a duty to preserve and beautify it, all will admit. This article has been for more than 20 years used extensively. It has the testimony of many of the most respectable citizens in this country, who certify to the fact that the

BALM OF COLUMBIA

First, in all cases stops the hair falling out or restores it in most if fallen, and in all cases if lost by sickness and keeps off dandruff and scurf on infants and adults. Second, perfumes the hair and preserves it to old age from turning gray. Should always be used at toilette. Third, gives great vigor and rapid growth to the hair, and causes it to curl beautifully. Lastly, prevents all filth of its consequence on children's heads, and exceeds all other articles for the hair in quality, quantity and cheapness. Many articles have been quoted on the reputation of this, and are without merit though they have been and are sold at double the prices of this balm.

The piles, all sores, rheumatism, &c.

Hays' Liniment

Is an article more justly celebrated as a cure for the above, than any or all others. The cases of cure are almost innumerable, and it is only necessary to let those who know the article and have used it with such great success, know that it is to be had true and genuine. (For lists are constant letters) of Dr. Lucius Comstock, 21 Cortlandt st. New York, and so of the rest of the articles here named.

To the halt and lame—Dr. Hewes' nerve and bone liniment is the most effectual cure for rheumatism and contracted cords and muscles.

The gray haired will find the Indian Hair Dye perfect and effectual.

For worms—Kohlstock's Vermifuge—44 Fahnstock's—will eradicate and cure all children and adults who have worms. Caution. Beware of it unless the name is spelled Kohlstock's, the old Dutch name of the inventor.

Sold wholesale by Comstock & Co. 21 Cortlandt st. New York—by Geo. Howard, Tarboro'—M. Wesson, Gaston—P. S. Marshall, Halifax—Bennett & Hyman, Hamilton—F. W. Moore, Williamston—and by one person in every village in the United States and Canada. Nov. 9.

Dr. Kuhl's

Abyssinian Mixture.

FOR GONORRHOEA, GLEET, FLUOR ALBUS, GRAVEL, &c.

Letter from Dr. James R. Callum, dated Milton, N. C. August 14, 1847.

Dr. J. Kuhl—Dear Sir:—Your medicines have given entire satisfaction in this section of country, the Abyssinian Mixture especially, is highly approved of, it has never failed to cure in every case. It sells like hot cakes. I have never had enough to supply the demand. You will please send me a large supply of it as soon as you arrive at home. Yours, respectfully, J. P. CALLUM, Milton Drug Store.

From the Milton Chronicle.

Laurel Grove, (near Milton) Jan. 15, 1848.

Dr. Kuhl—Dear Sir:—We have now been about seven years. Agents for the sale of your Restorer of the Blood, and other Medicines, and are happy to state they have given in all cases general satisfaction, particularly the Abyssinian Mixture has given universal satisfaction, so that every one, who has used it, has received that relief that you guaranteed in your directions. Mr. James M. Vernon, to whom you recommended your Aromatic Extract, for Rheumatism, bought a bottle of it at 50 Cents, and two embrocations cured him entirely, and the disease has never returned. Yours, respectfully, KIRBY & ANDERSON.

AGENTS—GEO. HOWARD, Tarboro'; F. S. Marshall, Halifax; James Simmons, Weldon; C. Pugh, Gaston; E. Cook, Warrenton; Henry Goodloe, Warrenton; P. C. Brown, Louisburg; John H. Brodie, Franklin; Louis H. Kittle, Warrenton; R. H. Mitchell, Oxford. May 16

POLITICAL

From the Raleigh Standard.

GOVERNOR'S MESSAGE.

To the Honorable, the General Assembly of North Carolina: (continued from last No.)

In surveying our territory, with an eye to the present interest and wants of the people, I am more than ever impressed with our destitution of facilities for cheap and speedy transportation. In this regard, however unpleasant may be the admission, I am forced to the conviction, that we labor under greater disadvantages than any State in the Union. And we never can be equal competitors with their citizens in our Agriculture, the predominant pursuit among us, until these disadvantages are in a great degree overcome. The man who is obliged to transport in waggons over no better roads than ours, a distance varying from sixty to two hundred and fifty miles, at the speed of twenty-five miles per day, can no more contend for profits with him who has the advantage of Railroads or navigation, than can the Spinning Wheel with the Cotton Mill. Had we ever been in a more favorable situation in this respect, and had the impediments which now beset us been imposed by human power, no sacrifice would be esteemed too great to effect our deliverance and restore our prosperity. It is therefore a theme for the profoundest consideration of those enjoying the confidence of a constituency thus situated, and intending to require it by a faithful devotion to their interests, what can be done, or ought to be undertaken, to remove these grievances and place their industry and labor on an equal footing with those of their fellow citizens in other States? It must be admitted, that from Geographical causes, the question was originally one rather difficult of solution. And our former enterprises in Internal Improvement, having failed from causes not necessary to be now commented on, the State has of late years taken no action in constructing works of this kind, and many good citizens appear to have concluded, that further efforts were vain, as our doom to privation in this particular was fixed fate. Meanwhile other States have pushed forward their improvements (some of them with a rash and extravagant hand, it is true, but in the main with the most beneficial results,) overcoming obstacles far greater than any which impedes us, and obtaining for themselves, still greater advantages over us in the competitions of the markets. We are therefore impelled not only by all the more obvious considerations which appealed to us in former times, but by a reasonable self defence, to abandon further hesitation and adopt at once a system of improvement, commensurate with the wants and interest of the State. Too much should not be undertaken at once, but what may be attempted, should be thoroughly completed. As the commencement of such a system, and a basis, on which other works may be engrafted, to any desirable extent, as our means may from time to time permit, a Railroad from Raleigh to Charlotte by way of Salisbury, appears to me of the first moment. This scheme has not been much considered heretofore, and derives much of its importance from a kindred work, now in progress from Charlotte to Columbia, South Carolina. Already from Raleigh, Northward, continuous lines of Railroad and Steamboat transportation stretch through the towns of Virginia and the great cities of the North, to Portland in Maine, and Buffalo on Lake Erie. Similar works also exist, or are in progress, with a certainty of completion in the course of a year or two, extending from Charlotte Southward through Columbia to Charleston; and again from the former of these through Augusta, and the interior of Georgia and Tennessee to Nashville, as well as to the Mississippi, at Memphis, and to New Orleans, by way of Montgomery and Mobile. Through a part of North Carolina alone a link is wanting, to complete the grand chain of communication, from one extremity of our country to the other, and to furnish to the whole nation those facilities of intercourse which the inhabitants North and South of us, enjoy in their several sections. The connection proposed therefore being as it were a bridge over a space now impassable by steam cars, having at either end the great highways of the North and South, with their numerous branches for a thousand miles in both directions, promises a reasonable remuneration for the outlay of its construction, from "through" transportation: and in a military and other points of view, would be of great national advantage. Had nature supplied us with navigable rivers like the Mississippi, flowing from Raleigh and Charlotte, respectively, to New York and New Orleans, or even to Charleston, all would at once perceive the benefit of the junction of the two, through the interior of the State, as clearly as did the genius of Clinton that arising from the union of the Hudson with the great Lakes. The parallel may not be yet perfect in the present state of Railroad conveyances, but is destined to be so at no distant day.

But the foregoing are merely incidental inducements to undertake this work. It is commended to us as a great North Carolina improvement, appealing to our interest and State pride, by arguments which it were almost criminal to overlook. 1st. It would open to the market of the world an extensive region of the State, reaching from the Capitol almost to the Blue Ridge, of great fertility and capacity for indefinite improvement, by reason of its Agricultural, Mineral, and manufacturing resources: containing in the counties within twenty-five miles of the most direct route more than 230,000 souls: and within fifty miles, more than one-half of our whole population, who are far removed from places of trade and dependent entirely on the common wagon and common road for all their transportation. The occasion will not permit me to dwell on its numberless benefits in this regard, which will readily occur to any one who looks on the map of the State with the eye of a statesman and a patriot. 2nd. It would add incalculably, to the business and value of one at least (and ultimately of both,) of our present Railroads, in which the State has so deep an interest, and make them productive stocks. 3rd. It would unite the middle and eastern with the western section of the State, in a domestic trade, and exchange of productions too cumbersome for the present mode of conveyance, besides facilitating travel for health and social intercourse. 4. By running over the most practicable route from Raleigh to Salisbury, and thence turning southwestward to Charlotte, it would bisect the State for more than a hundred miles, bringing the most remote on either side within fifty miles of the Railroad, and would be in a favorable location for being extended still farther west, from the former places, and to connect advantageously by means of Turnpike roads with the northwestern part of our territory.

Whilst it would confer these benefits on the interior country, now depressed and partially excluded from all profitable commerce, the objection has not been overlooked that it does not point immediately to the seaboard of our own State, and to an increase of the prosperity of our market towns. Let them however not despair. Its advantages will be afforded to them in due season. After the completion of the main track, a branch to Fayetteville or other point on the navigable water of the Cape Fear river, will be of easy accomplishment. Its extension from Raleigh to Goldsboro' would be invited by the connection thus to be formed, between Wilmington & the upper country, & eventually it might realize that scheme of a central Railroad consecrated by the patriotic labors of Caldwell, in an extension from Goldsboro' to Beaufort. Whether therefore we regard it as a single work, or as the groundwork of an extensive plan, the Road from Raleigh to Charlotte appears to be the important movement which should first engage our attention and our energies. And I accordingly recommend it to the patronage of the Legislature, to the amount of one-half, or at least two-fifths of the capital, necessary for its construction. The distance is about one hundred and sixty miles by the mail route, and the cost of the road and equipments over such route as may be selected would probably not exceed \$1,600,000. As an inducement to aid this scheme, it presents

an opportunity for disposing of the Raleigh and Gaston Road, as has been intimated in the preceding remarks, on that topic. A company might be organized to embrace the entire line from Gaston to Charlotte, and the Road now owned by the State transferred to them at a fair valuation in payment of her subscription for stock. Of the particulars of such an arrangement if favored by the Legislature, no delineation is here required. I have already treated of this subject with more minuteness than may be appropriate, in an address of this kind, because it has as yet attracted but little of the public attention, and from a deep impression of its utility in alleviating the condition of our industry and reviving the waning fortunes of our countrymen—while it gives an assured hope of profit on the capital invested.

I have remarked with some satisfaction that some enterprising persons among our fellow citizens, have commenced the navigation of Neuse and Tar rivers with steam boats of a light class, and that a spirit is awakened among the people in the upper section of the Cape Fear to open that river for navigation to or above the confluence of its main branches. Every successful effort at objects of this nature is a public benefit, and deserves the fostering aid of the Legislature.

It has not been thought expedient to exercise the power conferred on the Board of Internal Improvement by the last General Assembly to sell the Club-Foot and Harlow's Creek Canal, and it expired by limitation with the opening of your session.

I beg again to impress on your attention the indispensable necessity of improving our public roads. It is little creditable to our enterprise and intelligence; that although we are considerably taxed, in the frequent calls on our labor for this object, our method of maintaining the public highways has made no advance beyond that existing in England in the time of Philip and Mary. If Commissioners not exceeding two in each county, were elected by the County Courts with authority to select the chief public roads, and lay them off on the most favorable ground, and were clothed with authority to supervise and direct the hands employed to work them, it would, doubtless, tend to their improvement. These Courts should also be invested with power to make appropriations from the County funds to alter and improve the most difficult parts, and to make plank roads where necessary and practicable, with the means at their command. Indeed it is urged upon your inquiry, whether the recent improvement of the plank road, may not be introduced into extensive use in this State. The simplicity of their construction, involving little or no expense for engineering, the abundance and cheapness of timber, and their adaptation to the sand and swamp of the lower, and the clay soil of the upper country, recommend them to us with much force.

A Geological survey of the State is more than ever demanded, in consequence of fresh discoveries of useful and valuable minerals in new situations, and the important results of like explorations in other States.

We have been as yet without any provision for the melioration of the condition of our pauper Lunatics. Those of the poorer classes who have been visited, with the loss of reason, have been abandoned to their fate, except in cases of furious madness, in which they have been committed to the common jails, as disturbers of the peace. It is now ascertained that these diseases of the mind, (the severest afflictions of heaven on our race) are curable as those of the body: and most enlightened States, have established hospitals, where the poor thus afflicted are watched over, and supplied with needful remedies. A distinguished person of the gentler sex, who has devoted much of her life to the pious duty of pleading the cause of the Lunatic, before States and communities, has recently traversed a considerable part of this State, in search of information respecting these unfortunate, among us, and will probably ask leave to present their case to you, at an early day. I cannot too earnestly commend the cause itself, or the disinterested benevolence of its advocate.