

TO OUR CONSTITUENTS.

Having taken an active part in the late Legislature, in promoting the enactment of a Charter authorizing the construction of the North Carolina Railroad, in order to prevent a reconstruction of our course, and in order that a important act itself may be properly understood and appreciated, we deem it expedient to give a brief history of its progress through the Assembly...

ing this last work, with some prospect of a favorable response. She has not, as yet, put herself in communication with either of these parties, but no one doubts her ability to do so. As we said before, she is already making her own plans; what will be the effect of completing these connections, it is not possible even to conjecture. Whatever the result may be, it will eventually conduce to the value of our Road, for they form their Southwestern continuation...

see in this favored region. This enhancement in the value of our real estates will not be confined in the course of the projected Rail Road. It is well known to us and to most of you, that the Talkin river, above the Narrows for 150 miles, can be made navigable for steam boats at a very small expense. There is no part of any river in the United States that runs more free, except the Mississippi and its tributaries, that can compare with it in its natural state, and if it had not been for the insuperable barriers which the slate mountains below us have placed in its current and the shallowness of the bar at its mouth, it would long ago have become the great highway of commerce...

upon our Legislative Executive for the next Legislature to wipe off. Mr. Speaker, shall the bill in your table pass? that is the question. What is its object? The relief of the Wilmington and Raleigh Rail Road Company. What were the receipts of that Road in the year 1848? I take the statement from the Report of the President and Directors of the Company. The gross amount is as follows: including the receipts from passengers, freights, transportation of mail, rents, sale of old iron and copper...

State in debt? Not a dollar. It simply proposes to lift the State Mortgage of \$253,000, and then borrow \$500,000, not upon the credit of the State, but upon the faith and credit of the Road. The Road, at a low estimate, cannot be valued at less than eighteen hundred thousand dollars; which is more than enough to pay the State Mortgage and the amount to be borrowed? By granting the relief, then, what do we risk? Not a cent. And yet we enable the Company to purchase T iron, and lay down the heavy rail, which will be a saving to them, in the future repairs of the Road, of \$160 per mile, as shown by the writings of all persons of experience upon this subject; and an annual saving upon a road of 160 miles in length, of upwards of \$80,000, including wear and tear of Railroad and Locomotives. Besides, sir, when the heavy rail shall be laid down upon this Road, in place of the light flat iron, the cars will pass over it with greater certainty, rendering human life more secure; which is a consideration that ought not, under any circumstances, to be lost sight of. As Representatives, we should not sacrifice the interests of the State and individuals in this improvement. We should regard it a duty incumbent on us to protect the welfare of both, by granting the relief asked for.

Mr. Speaker, we are told by the gentleman from Hertford, that the passage of this bill into a law, will conflict with the general policy of the State. What, sir, is that policy? To build up a great commercial mart at Wilmington. How is the success of this measure to conflict with such a policy? The Manchester Road will contribute to that desirable object. It is one of the links in the great chain of improvements which is to effect this happy result. That Road, when completed, will take a part of the products of South Carolina to Wilmington. The Central project will aid in the same great work. The first will tax South Carolina as she has taxed us from time immemorial; the two Roads will make Wilmington a great emporium; and our citizens will enjoy the advantages of a home market, unknown to their ancestors, which is devoutly to be wished for, by every true friend to North Carolina.

LEGISLATIVE.

SPEECH

OF MR. WM. L. LONG, OF HALLS; ON THE BILL FOR THE RELIEF OF THE WILMINGTON AND RALEIGH RAILROAD COMPANY, DELIVERED IN THE HOUSE OF COMMONS, JANUARY 1848.

When my colleague occupied his seat in this Hall, I was content to remain silent; not only on account of indisposition, but because, in him, I found a close observer of what was going on—one who never failed to raise his voice when the subject before the House seemed to require it. In his absence, though still unwell, I feel it my duty to submit a very few remarks, on the present occasion. The subject of Internal Improvements is an all-absorbing topic. It has been frequently discussed in this Hall,—often agitated before the people,—ever exciting deep interest. And it is a matter much to be regretted, that there are those among us who have sought, on more than one occasion, to make it a party question. The agitation of this subject ought not to have a tendency that way; and should be entirely disconnected from the party politics of the day. Yet, as Legislators, we must see, that our success, in public life, depends upon the principles and motives by which we are actuated and governed. We ought not, therefore, to take ground against a measure because peradventure it may operate upon our popularity—we should only oppose a measure, when we believe that measure to be against the prosperity of the State, and the interest of her people. If all of us were under the influence of such high considerations, we might, without fear, leave the consequences to time. Sir, the only way to give North Carolina that weight in the commercial world, to which she would be justly entitled, is obviously by a well digested system of Internal Improvements—such a system as will advance her internal and external trade by affording her people the convenience of getting to market, and holding out to them inducements to enrich their lands, and to make comfortable their homes—which would act as a check on the spirit of emigration, and make the good Old North State a garden spot. Mr. Speaker, in the year 1845, a bill was introduced in the Legislature of Virginia, for a Rail Road from Baltimore to Ohio, striking Virginia at Harper's Ferry, and running through a portion of the Western part of the State to Parkersburg, on the Ohio river. Mr. McLane, of Maryland, the President of the Baltimore and Ohio Road, was in Richmond. He threw his doors wide open, and gave splendid entertainments. He exerted the influence of his name, and the powers of his great mind, in favor of the project. How, sir, did the members talk at that session of the General Assembly? They boasted of the Old Dominion, as a State associated in history with all that is essentially grand. They pointed to her public works as living monuments of her wisdom and enterprise. They could not, nor would not lose sight of the welfare of that proud Old Commonwealth. They voted against the bill, on the ground that the extension of the Road through the territory of Virginia, would conflict with the true policy of the State—render some of her public works useless; and build up Baltimore, to the injury of Richmond—consequently the measure was rejected. And thus the Legislature exhibited a proper regard for the welfare of the people. Let us imitate the example, and vote against any project which looks towards fostering a neighboring town, and dividing the products of North Carolina between Virginia on the one side, and South Carolina on the other. Sir, it is our indispensable duty to be governed by such high considerations of policy; since we have passed the bill for a Central Railroad. When that Railroad shall go into successful operation, what will be the condition of things? The laborious husbandman of the West will come down to the abused Centre, where we hear so much talk about "Cligues," without seeing or feeling their influence, and go from this point to Petersburg, Norfolk, or Wilmington, and find, for the product of his labor, a ready market. We are told that it is the policy of our State to make, for our people, a home market. If so, I tell the gentleman from Hertford, (Mr. Rayner,) that he had better direct his strong blows against the Raleigh and Gaston Road, than against the Wilmington and Manchester route. The first is a great river punting a portion of the productive wealth of North Carolina into Virginia, and making of Petersburg a commercial mart for this good Old Commonwealth;—while the Manchester Road will be a tributary stream running into North Carolina, bearing upon its bosom a part of the products of South Carolina to Wilmington—an auxiliary towards building up, at that place, an emporium for our citizens. Here, at this point, by the Raleigh and Gaston Road, the people of Petersburg will contend with the citizens of Wilmington for the products of the West. By the Wilmington and Manchester Road, there cannot be any such contention. Yet the gentleman from Hertford is opposed to the Manchester Road, because it may conflict with what he supposes to be the true policy of the State—notwithstanding he is in favor of the Raleigh and Gaston Road, which may take, on the completion of the Central Road, the products of the West and this region of country to Virginia—and, if so, destroy the prospects of building up a commercial town in North Carolina. Mr. Speaker, I have merely thrown out these suggestions, as a set-off to what has been said by the gentleman from Hertford, in relation to the bill on your table. I am not opposed to the Raleigh and Gaston Road. I would vote, to-day, one hundred thousand dollars, or any amount necessary, to put that road in thorough repair. It is the property of the State; and, as Representatives of the people, it is our duty to take care of her public works. Not any one seems to have been entrusted with the guardianship of this Road. And in the multiplicity of projects before us, it has been well nigh lost sight of. True, something has been attempted, but, in my judgment, it amounts to nothing. Sir, we have done much for the State; if, however, we return home to our constituents, without voting a sufficient appropriation for putting the Raleigh and Gaston Road in proper condition, we leave undone what we ought to have done,—a blot

With the utmost respect your O servants, JOHN A. LILLINGTON, Senator from Rowan and Dixie. H. C. JONES, Commissioner from Rowan. RUPUS BARRINGER, JOSEPH W. SCOTT, Commissioners from Cabarrus.

PLANK ROADS.

We learn from the Lincolnton Republican, that it is proposed to hold a meeting of the citizens of that town, to take into consideration the propriety of constructing a Plank Road from Lincolnton to Charlotte. We say speed the good work. Of the advantage of Plank Roads, we will speak, by relating an anecdote which was related to the Editor of the Fayetteville Observer by a lady. She was travelling in the interior of New York two winters ago. Over the common roads, there in bad order, the pair of horses drew the carriage two and a half miles an hour, and that with great labor. Suddenly, they came to a Plank Road, six or seven miles long. This distance the same pair of horses accomplished with ease in just two hours.—Charlotte Journal.

MOST REVOLTING MURDER.

A friend under date of Feb. 28th writes; that one of the most brutal, horrid murders that ever shocked the sense of any community, was perpetrated near the village of Wentworth, Rockingham county, on Saturday the 24th. A negro woman belonging to Dr. John James decended from the house his little daughter about four years old and a negro boy, the nurse of the child, and talking them into a secret retired place under a hill near the village, in cold blood cut their throats with a case-knife. It appeared that she had first tied strings around both their necks, as it was thought to prevent their giving an alarm by crying; but she in her confession says that it was by the use of those strings that she was enabled to toll them off, "pretending that they were her little horses." The mother of the little girl becoming uneasy on account of her absence, insisted on the father making search for her, who tracked them up, unsuspecting, and found his little child, who had but a short time previous been prattling around him with childish glee, weltering in her blood. The fact was immediately communicated, and the villagers sallied forth in pursuit and soon arrested the murderers, who confessed her guilt, and assigned as a reason which influenced her to commit the deed; a threat on the part of her master to sell her. She was committed to jail, and now awaits her trial.—Greensboro' Post.

WESTERN TURNPIKE.

We are informed that His Excellency, Governor Mansley, has appointed Andrew H. Shuford, of Lincoln, Joseph I. Ewing, of Burke, and George W. Hays, of Cherokee County, Commissioners, under the act of the last General Assembly for surveying and locating the great Western Turnpike Road from Salisbury through Asheville, to the Georgia line.