Tonkoved from fouth Page. The other made a hack were projected, and of the Sound and of the outlet to en acribe a like pro sortion of the capital, have but remove these; and there is no doubt made as applica is for the State's subscript that these lands will become the garden apot of ton. The reason has never been commune the State, instead of a wilderness of worthtated to the board of internal improvem uts 1 -s lond and a fertile source of pestilence and not to the executive. It may be found, how discusse. ever, I presume, in the inability of the compames to fil up the subscriptions to the required amount. Although to one a considrable subscription was made to the other perhans making

Dumbtless the citizens on the mute of the Cape Fest and Vad in Road, and those in terested in its accomplishment strained every nerve to bring about so ilesirable a consumation, and though not successfully, still the merits of the routes are not impaired; and the interest of the State and particularly of its western section demand imperiously is completion to connect the rich and val nable interior with a market and a seaport

At my patien'ar request, Major M: New the chief engineer who surveyed the route of the Cape Febrand Vadkin Road, is ore me with a sight of his report, which proved not only the practicability of con-teneting the road but at a cost which can be remouststed to the proprietors. I would, therefore, recommend a renewal of the charter, empow ering the Board of internal improvements to subscribe, on the part of the State, for three fifths, or even, if necessary, three fourths of the stock, so as to ensure the accomplishment of the work. Nay, so important do I conside. er it, that I had said for all the stock, if necessary, but for the paramount increasity of elicions crizens to superintend the details and

and attend to the ex-cution of the work. The execution which is certainly within the means of the State, and probably without the necessity of bornwing. Should the bank to which I have referred; be put in operation an make to this road the subscription of half a mil ion of dollars; and should the fourth innext: which is probable, as the law directing the distribution has not been repealed, amounting to \$477,919 13 with the proceeds of the sales of the Cherokee lands. say \$350 . 000, being appropriated to this purpose, with retast individual subscription may be obtained, the funds would be provided.

It apears to me as a matter of right and fustice to give the proceeds of the Cherokee section of the State whence they have been racter and profit.

There are other works of no less importance, in which & had almost the sa'vation of the State requires that she should promptly and vigorously engage -On our west, an effort is making by South Carolina to cross our State by a rail way to secure to Charleston the produce of enue to her. that fertile region; whilst the establishment of her south-western bank, with a branch within our limits, not only insures the success of the first enterprize; but, by superceding the circulation of our Banks, destroys our currency and controls our credit system. The langaage of the friends of this 12 million bank be; that it will be to the south-western States, in currency and exchanges, what the Bank of the Linded States was to the Union "

ShortA South Carolina mecceel in carrying out her views as to the currency and as to a South-Western confederacy (or league.) our fears cannot be bounded by mere preum iary loss. We should be driven to trade with iogs, until our attachment to the Union and losses itself would become impaired. We cannot serve two masters with equal fidelity and a tachment; should no counteracting measures be adopted on our part. I should fear that she would meceed both in directing our trade

and superceding our currency.

The Bank I have proposed would remove the latter apprehension; and to remedy the former, I would respectfully propose the construction of a Rail Road from the head of tide water on the Cape Fear River, commencing in South Curolina as near as possible, passing through Robeson, Richmond, Anson, Meckleaburg, Lincoln and into Butherford, and if experience justifies it, further still into Tennessee and to the shores of the Mysissippi.

This Road would intercept the produce made on the north of its line -draw no inconsiderable quantity from the contiguous districts of South Carolina, and deliver it to a market of our own on the Cape Fear. The travel on this road, I have no doubt, would be considerable. Persons on the Lauisville Cincinnati & Charleston road. bound north, would unquestionably take this route, exaiding thereby 200 miles of travel and

The country from the Cape Fear to Rocking ham, in Richmond county, on the Pedce, some 85 or 90 miles, presents the best facilities for a Rail Road of any in the State. Its surface is level and shounds in timber of the first quality; there is but one stream to cross Lumber River and that of no magnitude, in the route.

This Road would be of immense importance to Witmington on the Cape Fear, already one of the best markets in the world for lumber and for furnishing cargoes of naval stores, adapted to the West India markets. The return cargoes West India produce, redundant for the present demand, would furnish supplies to the interior on the best terms.

The Cape Fear River is navigable for any size crafts to the point indicated as the tarting point of the Reil Road; and below Wilmington. as far as the outlets to the ocean, has been and is now greatly improving under the operations of the United States. Its depth, breadth, and straightness have all been increased, and it now affords full 13 feet of water on its worst shoal, which is progressively deepening. The New Inlet bar, it is confidently believed, from observations upon it, is entable of being readily and permanently improved; and, as this comes within the acknowledged province of the federal government, it is hoped she will take speedy and offectual measures for the accomplishment of so important a work to a State that has neked and received so little at her hands.

Improvement in the eastern section of the State also demands our cousideration, in an equal, if not superior degree. The whole Albemarle country, embracing some 20 counties, has a dangerous and inadequate outlet, and for this reason has been driven to trade with Virginia, by the use of her rail and other roads, and o one of the most inconveniently located canals possible. The small vessels which navigate the water courses of this section of country, are compelled to seek an outlet at Ocracock, some 100 to 200 miles south, when their destination generally is north. Col. Kearney, United States' Engineer, who has recently had charge of a survey of that country, reports that Ocracoke Inat is closing, and expresses a belief that 'ere long it will close entirely. In which event vessels will be compelled to seek an outlet still further south through the sound at Beaufort. This of source will throw our trade to a still greater extent into the markets of Virginia-

Can we submit to this! This section is composed of lands of the highcut natural fertility, but it is so level, that to renit fit for cultivation, it requires the most expensive ditching and canaling. This defect in country where land so much abounds and capital is so limited, has been the cause of its ne

The difficulty of the navigation and Sound and of the outlet to

Nagshead, at the fact of the Albemarle Sound s ems designed by nature for the outlet. It is forme! by a very narrow strip of beach, which divides the sound from the ocean, and which is of very little elevation above high water mark. It has often been surveyed by very distinguished engineers; and for the procurability of opening it, I beg to refer to their r. ports. The very circumtence of its having been so often surveyed, and so often alluded to as the subject of improvement, proves the value an ' the practicability of the enterprise. It is difficult to explain why it has not before been undertaken. The reason may perhaps be found in its magnitude, as a State work, and to the impression that it should and would be executed in the general govern ment, he coming properly within the class of works belonging to it. It is now too essential to us to be longer delayed, and must be accom-

plished by some power.

Nag-head is greath more eligibly situated for in outlet, if Centon Sound was closed, than was the New Inlet on the Cape Fear, which was apened within the recallection of persons now iving, and has already 14 feet water and grad-

ually improving.

The Allemoile and tributaries probably discharge five times the quantity of water which the Cape Fear does, and its course is directly for the ocean, until it approaches some hundreds of vends, when it tuess off at right angles, and secks an outlet 100 miles distant at Ocracocke. The Cape Fear pursued a similar direction and nearer the ocean to about the same distance, a similar beach intervening; then turned off less abruptly, and found an outlet (the main bor) in ten milescand at the turn off a storm washed over the beach and cut out the New Julet. The Croaton Sound-interespts the water and draws it away before resching Nagshead Chaing that sound, it appears to me, would force the water on Nagshead in such body and power and with some slight assistance by cutting the strip of beach to give it a passage in the first instance, as would make the outlet.

This however, is a matter for the science of engineering. That the work is practicable all have agreed-that it ought to be accomplished none will deny who will reflect upon its imhard sales to opening a communication to that mense importance to the State, both as to cha-

Congress in 1832 yielded the power to the State to impose a tax on all vessels which might pass through an outlet to be made at Nagshead. The undertaking is evidently one which belongs to the General Government, where the power is lodged to regulate commerce in the States, and because it would be a source of rev.

It would be of more consequence to trade, industry, and commercial enterprise, to say nothing of its greater cheapmess, than the Delaware Breakwater, and many other works which have been prompily undertaken by the General

From the Chesapeake to Ocracoke, a distance of from 200 to 300 miles, there is not an lulet or Harbor for vessels, driven on the coast by stress of weather-under such circumstances a dull sailer cannot be kept off, and the conse quence is that the c ast is fined with wrecks and covered with the graves of our scamen-should Ocracoke close aganticulated by Col. Kearney the macressible coast is increased some thirty or Charleston and to cherishof sectional feel- farry miles, and with it our maratime dangers

The public prints in Virginia have already directed the attention of her statesmen to the even as far as the Ocrace ke country, to their markets; to seizing upon & stripping the carcase, whilst the limbs are yet quivering with life. Shall we submit to this! Drained by South Carolina on the one hand and by Virginia on the other, can we exist with honor or profit! Shall we not rather play back s county, running west and flanking upon them their own game! The Rail Road able as I believe they will be, the profits afrom the head of tide water, on the Cape Fear, flanking South Carolina, may remedy our homiliating position in the one instance, and the opening an Inlet at Nagshead inthe other.

Some 1200 vessels now cross the Ocracoke bar sunnually; and produce of the value of one million of dollars passes through the canal, besides immense quantities in other directions, to the Viginia markets. Not only all this trade, embracing the whole of that in the Albertarle country, but a large amount from several counties of Virginia lying on the tributaries of our water courses, would seek an outlet through our State by the opening of Nagshead, and go to build up a market in its neighborhood, equal, if not su-

perior, to any in Virginia. A survey and estimate of a ship channel from the Neuse to Beaufort would afford the necessary information both of the practicability and cost of a work to relieve the navigation and trade of that section of country. The outlet at Nagshead would have some beneficial influence here, with the use of the sound, and a more direct communication by a rail

road to the town location on the Albemarle. The selection between the rail road and ship channel, would be decided by the information to be required by the survey and esti-

It is very evident that the trade of the Caps Fear cannot be carried to the Albemarle, and vice versa. Two points will therefore become necessary, at which to locate our home markets, and to these all our roads and other improvements of navigation should be made to look and concentrate.

If reads should be located, running from the ports and markets of Virginia and South I ment. Carolina, through the interior of our State, it is very clear that all the produce and trade above such a line of road, would be carried to those markers, dividing our State horizontally, the upper from the lower part, and virtually transferring the upper portion to our sister States. They, getting the solistance, we retaining the semblance of a State. But, if the figure be reversed, the apex of the angle resting on our own ports and nearkets, run-ning its legs into our rich interior north and west, the effect would be to concentrate our wealth and res surces within our own limits.

Let Wilmington be one point, with roads maning to the north, the direction of the Wilmington and Raleigh Rail Road, and to the west, the direction of the roads heretofore recommended, and she must eventually, at least, receive the produce and trade of those sections, and commensurately increase in size and importance.

Let a market town, at the head of the Albemarlec'if we succeed in opening Nagshead, or on the work. The law confined the Board to at Newbern, if a ship channel can be made to Beaufort, be the other point, and similar had been within their power, very probably roads resting upon it, will give to the trade of the country through which they pass, a similar direction. And the intersection of the northern road from Wilmington, with the western road from the point on the Albemarle or Newbern, would lay open an intercourse between all parts of the State. The

board, with rail road facility, would be of in- ernors of the States, to sid in the prosecution of of the mail to our commercial points, adds no ted in season: A considerable fond has been little to the value of such roads.

The construction of a turnpike road from Raleigh via Chapel Hill to the west, has been spoken of as highly desirable. On so rough and broken a route. I am inclined to believe that its cost would be more commensurate with its utility, than that of a rail road. And if a rail road should not be constructed from Raleigh intersecting the Wilmington and Ruleigh Rail Road, which is highly important, I should recommend continuance of the turapike on that route; vitimately to be continued to the Albemarle or Newbern, the selected point for a market town in the east

Home markets of consumption would naturally spring up along the line of improvement-and home markets for exportation and The valuable importation on the scaboard. results of this state of things, will be the establishment of common schools, by the in-State—the bringing together the citizens of remote districts into an intercourse of trade and friendship-the removal of sectional and geographical jealousies-and the assumption of that elevated position among our sister States to which every honorable incentive

The currency of the State is intimotive unnected with the subject of domestic markets. The resential requisites to our currentare, that it be adequate to the exchanges commodities into a circulating medium,

and that it be so used.

As almost the whole of the agricultural roducts of this State are sold in the markets other States-it follows that the money paid for these, consist principally of the curency of the States in which sales are madesuch currency is put in circulation even in this State, to the exclusion of our own-but when merchandise is purchased in foreign markets for consumption here, and paid for in the correses of this State, it is brought back for redemption in specie. Thus, by this operation, the circulation of the currency authorised by this State, is restricted between the smallest limits-if, indeed, it can be operly said to have any circulation at all.

Home markets in which our people could both buy and sell, would permit the circulating medium of the State to pursue its appropriate function, without embarrassment .-Having no foreign rivalry to struggle against, the amount might be safely increased to the extent required by the various wants of the community-it would be kept in active emplayment, and be absorbed in domestic commerce. Without home markets, its amount must necessarily be fluctuating and uncertain. ecause depending on causes beyond the control of the agents authorised by this State to

know that to accomplish these works, and to carry into effect the system of general improvement I have proposed, necessarily involves the expenditure of a large amount, and I know too that our people are too poor and too sparsely spread over a large territory to enable us to command the means at once from our private resources. We have but one alternative, and that has no bugbear terror to a mind of enlarged and patriotic views, I mean the employment of the State's credit in foreign markets. In England money is abundant, and may be borrowed on State stocks on excellent terms, say from 3 1-2 to 5 per cent interest. This is a most fortunate conjuncture, and may never happen to us again. Wars destroy such opportunities and are of such frequent occurrence in Europe, that they may soon break out and rob us for ever of the golden moments which seem beckoffing us onward to prosperity and improvemeat. The credit of the State is all that is asked or that is required. It will involve no taxation, for it the works should be as valuest of the debt, but the principal also.

I have already shown how much the preent generation has done for posterity in the privation of two wars, and in the discharge of the immense public debt created by them -in the construction of forts, the building of vessels, and other matters of consumption, draining and exhausting the means of the citizens and making the country poorer. It is now time that we looked to the permanent improvement of our beloved State; here the case is quite reversed. . Money borrowed and judiciously applied for this purpose twice blesses the people; in the disbursements first, and in the value of the improvements afterwards.

Gentlemen, we have no choice in this matter. Our course must now be onward, orwe must sink into insignificance and ruin. Our sister States are up and doing, they are pulling us at two ofwar extremes, drawing from us the life-blood of our existence; and nuless we at & act efficiently, we become the humble tributary, a mere Province of our neighbors. Energy an enterprise alone can sone our trade, redeem our commercial degradation, and place us in that elevated and apropriate position which it becomes us to ocpy in the sisterbood of Republics.

Cast your eyes on the surrounding States and you can but contemplate the results of beir energy with delight and admiration. Their chuals, their rail ways, their factories, ad high state of agricultural improvement, ival the best and most early settled countries? of the world; whilst their moral and intellicetoal advancement has been stimulated by, and kept pace with, their physical improve-

If we are namayed by facts so strikingif illustration so practical and so decisive, tails to convince, and to induce immediate and efficient action, argument is in vainthe cause is lost-the State is doomed-and the hopes of our Patriots' sons blasted torever.

A topographical, geological and minerological exami ation and survey of the State, is considered ighly desirable. The minerals and ores are believed to be incalculably valuable, and the innestage and marble which might thus be bornght to light, would benefit the farming interest beyond the cost of the undertaking.

The Literary Board employed C. B. Shaw,

Esq Engineer, to superintend the draining of the swamp lands. Surveys have been made of a large tract in Hyde county; two canals located to Pungo and Alligator lakes, and small nortions of them put under contract. Difficulty has been experienced in obtaining bids for con tracts, or more progress would have been made contracts only. If the employment of hands more would have been do port more in detail will be submitted by the Board on this very important subject.

The important subject of Common Schools was intrusted to the Board, that they might digest some system applicable to the crying wants of the State; and they have given it most anx transportation of troops in the time of war, 40 tous consideration. A variety of laws and sys-

the points of invasion and attack on the sea- tems have been politically furnished by the Gov- the comfort, improvement, and happiness of the calculable importance. The transportation this work. The result will also be communicaset apart for this purpose-In Brink Stock, \$1,020,700, in Rail Road Stock, \$600,000, as soon as the jast instalment of the State's sulecription has been paid; of the surplus, \$200,-000 for draining swamp lands, \$61,614 11 in cash and notes on hand, \$33,500 stock Cape Fear Navigation Company, \$25,000 in Roanske Navigation Company; making the sum of \$1.939.851 11, heades the moome arising from entries of land, license to retailers of speritous quors, and to auctioneers, and the swamp ands not granted to individuals before 1836 which will probably yield an income of \$120,000 to \$150,000 per annum, and would seem to warrant's commencement of system, which indeed is all that if at present required or

practicable.
The State scutter's deficient to statistics from which to draw accurate information, not only up in this, but upon all other subjects. I am you con-tain however, that tenchers could not be procured plaint and regret in the oldest and best exto ated states of the boun, we could not done to in the ne-object of the bound adopt, in the first place of desirable. We should adopt, in the first place when puncturementy this evil. Two modes has souled themselves—either the establish well school in some control position for the column of teachers, or an acrange ment with the University which such youths about the instructed free charge, as would agree to devote thems be-The employment of a permanent Campissio and superintend this branch of the service, will probably be necessary. He may be employed for the pr est in obtaining all the information in the State and elsewhere, necessary to proceeding with skill

The Constitution has given to the Executive the high processary of exercising cleasure; which it is his this to descroying to the best of his judgment. To reader this duty the more valuable to th community, he should be placed in procession of full and accurate information of the panishment, which is not now the case; such informaon is brought to his notice by petition and repre scutation drawn, by partial or projudiced by and I have reason to believe frequently dest of teath. To refuse the consideration of such, however, on that ground and suffer a human creature to expirate his crime with his life, when a nossipower with which he has been rathusted, and psinful to him. To remedy this uncertainty, a report of all the State prosecutions by the pec-siding magistrate of all eases of conviction under the seal of the Clerks, should be made to the Exective immediately on the adjournment of Court & before the execution of the sentence, from which source valuable information could be derived in which the State is deficient on all matters

The communication of the Hon. R. M. Saunders, a Judge of the Superior Courts of Law and Equity, herewith submitted, marked E., pre-Equity, herewith submitted, marked E., preleave to call your attention.

Soon after the close of the last session, in

dience to an act for that purpose, General S. F. Patterson was commissioned to redeem \$300,000. the Stock of the State issued in 1835, which du ty he performed agreeable to law, and the bonds have been handed to the Public Treasurer. Un observing that Congress had appropriated thirty thousand dollars to pay the claims of this State for military expenditures during the last war, I commissioned Wm. II. Haywood, Jr. Esq. to make the settlement, I am happy to inform that he succeeded in doing so, and received the smount appropriated, in discharge of the claims The money has been paid to the Public Treasu-

His Report will be made at an early day In obedience to an act of the last session, diecting the appointment of a surveyor-commissioners to superintend the surveying and selling the recently acquired lands from the Cheroke Indians, the appointments have been made, and the duties incidental thereto, performed.

The Report of the Commissioners communicated at an early period Commissioners were also appointed to super intend the transcribing and printing the Revised Sintutes, which duty has been performed; copies delivered agreeable to law, and the remaining number placed in the hands of Messra. Turner & Hughes, of this place, for sale for the State.

A set of weights under an set of Congress has heen received from the Secretary of the Treasury as a standard by which to regulate those in use in our State, which will require legislative

Union, is too obviously necessary to need further omment at my hands, than lifes been bestowed on the currency and exchanges. A compilation of military facties, has been re-served from the Major General in chief, for the purpose of rendering the exercise of the Militia

my in all matters relative to commerce, trade,

miform, which will require your attention. Six pieces of field artitlery complete, and five underst and ninety-seven muskets, the quota of 18.37 inclusive, to which the State is entitled from the United States, have been received and ordered to be stored in Wilmington until disposition should be made of them by some action on your part.

The quota of 1838, of muskets, the ordnanes department has requested to be informed if the te was desirous of converting, in part, or the whole, into any other species of arms. moniestion is herewith submitted, marked P

The Executive is unable to advise on this sub jeet, except the number of arms ordered to be distributed by the last session. He has recieved no return of arms or men. The law gives the Adjutant General the option of making his returns the General Assembly or the Commander in chief, and I believe it has been the custom to mak the return of the militia, arms, accourrements and magazines, diretly to your body, which will pe you in possession of all the necessary information to enable you to dispose of the subject. Three instalments of the surplus revenue v

pereved from the United States during the last vear by the public treasurer, amounting to \$1, 433.757.39 cents, which has been disposed of a greeably to the appropriations of the last session samely \$300,000 in the redemption of the State 4300,000 subscribed in the stock of the Bank of Cape Fear-\$200,000 carried to the eredis of the Literary Fund, applicable to the draining of the swamp lands \$100,000 placed in the public treasury, and the balance, \$335.737 59 cents, carried to the credit of the Board of Internat Improvements, for certain purposes agreeably to the resolution:

The general state of finances will be submitted to you by the officers in charge of that department. I will take the occasion to suggest whether reports from all the institutions of the State, in shich the State has a necuniary interest, should not be made to the Executive, previous to the meeting of the General Assembly, to enable him to take a general view of their situations, and tieneral Assembly a condensed stateent of the same?

Great reliance has been placed on limited ea partnerships, for bringing into action a considera-ble amount of capital. Without having given the subject much reflection, as such connections could not possibly do injury, I deem it worthy of being submitted to your consideration.

At the request of the States mentioned I have the honor of submitting communications from them to your bedy From Vermont on abelition of slavery, New Hampshire relative to the sur-plus; Connecticut and Arkanan on the Public anda; Connecticut on Executive Patronageseorgia relative to the abduction of a stare by estizens of Maine; Kentucky on the currency; Louisians relative to a Southern Convention to sdopt measures against the machinations of Northern fanaties; Alabama, Ohio and Rhode Island for and against the americation of Texas; and from Maine, Mississippi, Masselinaetts Maryland and Vermont on granting the privilege of franking to the State officers; and from Missouri resolutions approbating the conduct of the Hon. Thus. H. Broton on the exponents. the Hon, Thos. H. Broton on the expanging resolution in the Senate of the U. S. all of which are in packet A.

resignation of Justices of the Peace you will find in Packet G. ou of my ready co-operation in all matters for

I have the honor to be, Gentlemen, With the highest consideration, Your obedient servent. EDWARD B. DUDLEY. Precutive Department, ?

THE PORT OF BEAUFORT. To the Editor of the Star.

Nov. 21st, 1838. 5

Six-In a former communication, we alluded to the superior commercial advantages, of the Port of Beau tion the small part of the shipping of fort, and their importance to this State. any place that is required to he in port We purpose now to notice this subject more particularly, and to lay before your readers a statement of facts, any Southern commercial town ever which will speak for themselves; and did or ever can, in the ordinary course while they must dispel every doubt of the importance of the Port of Beaufort to the State of North Carolina, cannot fail to convince them of the absolute necessity there is that that State should turn her attention to this port without delay, and open to her citizens the facilities for commerce afforded by an excellent barbor.

so much wondered at, when we con- frequently closed up. Beaufort harsider that the means of obtaining core bor is liable to no such obstruction, rect information on the subject, except and is equally accessable at all seasons by actual observation, have been few. of the year. Its bar is a beating chem-For although as far back as the year nel, so that with all moderate winds 1718, there was a deep ship channel vessels may beat over it. They freattached to this port, and during the Revolution a pilot, who is now living, with the air of a beacon inside they conducted a ship drawing twenty two could appre hit from sea, and cale leet of water over this bar; yet in all the harbor v th safety in the darkest nautical works, geographies and charts, | night. where any description of our sea coast is attempted, not in one instance has justice been done to this port of our sea board: but generally the whole coast of this State has been represented as being difficult of access and dangerous, and even without a good harbor enough forever to repel the mariner from its waters. And so difficult has it ever been to have the importance of this port fairly represented, that even in an Official Document, a favorable Report of a civil Engineer of this state, made at a time and under circumstances which required that all the advantages of the place should be clearly pointed out to the State, it is said that the water on the Bar and in the Harbor of Beaufort is of sufficient depth to allow of vessels from 200 to 500 tons burthen entering;" which, of course, was saying that vessels of no greater burthen than 300 tons could safely egter this port. This, it is true, was giving North Carolina a pretty good harbor. But we can assure your readers-and are prepared to prove it if required-that at the very time that report was submitted, the water on the bar and in the harbor of Beaufort was of sufficient depth to admit vessels of one thousand tons burthen deeply laden. We know not whether that error has ever been publicly noticed and corrected; if not, we can account for it only from that indifference to her own welfare so characteristic of the Rip Van Winkle State.

In an Official Report of Col. James Kearny, transmitted to Congress in for shipping must ever justify the same in your paper, that gentleman, who is familiarly acquainted with the bars and a prompt and regular market would be harbors on the coast of the United States, after observing that Beaufort as on the bar of its inlet twenty three feet of water at high tiles, says: - "it is at least one of the best, and taking the depth of water at low tides (eighteen | feet) the character of the bar and the safety of the coast near it, perhaps the best Atlantic harbor south of the Chesapeake Bay." Since that time, you are trade would be raising a stick with aware, the Ship Napoleon, which could be laden at no other port South of Norfolk, was laden at this port for Liverpool, and sailed safely over this bar with 1907 bales of Cotton and 900 barrels of Turpentine on board, Here, then, both by the survey of a distinguished engineer and by an actual experiment, the fact is established beond a doub!, that Beaufort is not ony an excellent port for commercial operations, but is decidely superior to ny part some of Norfolk on the Atlantie coast of the United States.

According to Mr Jefferson's Notes on " Virginia," a common flood tide affords 18 Teet water to Nortolk. It that author is correct, Beaufort Har- the past summer and present fall, not por has the greater depth of water. But independent of this circumstance we are well satisfied that a fair statement of the commercial advantages of the two ports, Norfolk and Beaufort, will give a decided preference to the latter.

But its proximity to the Ocean-beng almost upon its verge-gives the port of Beaufort an advantage in a commercial point of view, of which both New York and Norfolk /the former about 20, and the latter about 50 miles from the sea) are destitute. Experience has proved that a ship, after reighing anchor in this harbor, with a favorable wind, may be safe on the bosom of the Atlantic in thirty minutes. This is a circumstance of no small importance to merchants and mariners.

The bar at the entrance of New York harbor, according to the best information we can obtain, has on it about 24 to 26 feet of water; (this commerce, and opened the door to may not be precisely correct, but is free and unobstructed commercial insufficiently so for our present purpose). fercourse with the world, and New Beaufort bar has on it, as we have seen. York and other states of the union have twenty three feet (frequently 24) and in their provd career spread their rate has in its harbor ample depth of water. vass upon every sea, - North Carolina Thus we see that the bar and harbor has scarcely for a moment turned of Beautort, for depth of water, are eye to her sea board. While nearly this circumstate to New York. But all the other Atlantic states have been this circumstate the states have been all the other Atlantic states all the other atlantic states have been all the other atlantic states all the other atlantic this circumstance is not material; for improving their harbors and opening

both New York and Benufort have safe. cient depth for all commercial paraand we state it upon unquestional authority, that the largest merchant vessels that ever enter the harbor of New York can enter the harbor of Beaufort deeply laden. Let the Beaufort deeply luden. Let this be written in flaming characters upon the walls of your Capitol.

The harbor, of Beaufort, we may safe.

ly say, (when we take into consideraat the same time.) is sufficiently capa-cious to contain all the shipping that of trade, require to lie in port at once. But the safety of this harbor, Not

New York, or any harbor upon the American Coast, can offer more per-fect safety to vessels than this. During the great storm of 1815 a ressel rode safe at anchor in the most exposed part of its main ship channel, Itin well known that vessels lying in New We before alluded to the partial Vork and other Northern harbors are knowledge of this port that existed in often, during the winter, seriously inour State. Its obscurity need not be terrupted with ice. Boston harborie quently sail over it by moonlight; and

But a circumstance peculiarly favorable to this port, and highly important in a national point of view, is the fact that it is not liable to a permanent blackade. This is the elecisive opinion of men of nautical experience. By the trending of the Capes a bayis formed, in which during a heavy southerly gale, a squadron could not find sea room; and an entrance into this harbor would be effectually prevented by Fort Macon. Thus, while almost every other (perhaps every other) deep harbor on the coast might be closed us by an enemy, this would remain a rafe outlet to vessels. And, as there is now an inland navigation open from this harbor to Boston, the incalculable importance of this port cannot fail to be realized in time of war. During the late war it was the principle southern depot of prizes. Congress have already turned their

attention to it; it is to be embraced in a survey authorized for the selection of a place for a Navy Yard. Anappropriation has already been made he the deepning of Core Sound, connecting this harbor with Pamlico Sound. And here we must take ogcasion tochserve, that this harbor is now accessible by water to most of the North Eastern Counties of this State. When Core Sound shall be deepened, the facilities for intercourse will be increased. From this circumstance it is essy to perceive, that if extensive commercial operations could once be conmenced at this port, as the facilities of the state as are given at New York, established, which would divert to this port the greater part (perhaps all) of the trade of those counties, which now send their produce into Virginia by tons. What an immense revenue might he easily saved to our State. Well did a Virginia editor remark, that for that state to aid in making Charleston a place of direct export and import which to break her own head; for she would thereby lose the trade of Neck Carolina, so indispensible to her commerce! why will not our state consider these things?

But we have not alluded to the health of Beaufort. Here we cannot say tos much. If there is on the sea board of the American Continent, a place entirely free from the ordinary causes of disease, it is this. 'Fwo intelligent Physicians of long residence in this place, consider it almost unparallelled for health. But let facts speak for themselves:-both of those physicians say that throughout the whole extent of their practice in this country during one faial case of fever has occurred and durings the same time in the town of Beautort with a population of twelve hundred, no one inhabitant has die

Such Mr. Editor, are some of the ad-

vantages attached to the Port of Beat. fort. Such are the claims it has upon this state. We would here pause for a moment, and ask, what is it not in her power to do with such a place it this? said the eminent Dr. Caldwell, while contemplating the glorious prob prets which a communication of middie and western Carolina with tha harbor would open to the state, "it might well appear remarkable that North Carolina should have always consider ed her condition so desperate as sis has deemed it, while such a harbor " Beaufort was upon her coast." Auf yet, strange to say, though more this half a century has rolled by since the country first burst the fetters from he