Road. As the organization of the Company for building a rail road from Fayetteville to the Coal Mines is soon to take place, a brief abstract of the charter granted for that purpose by the Le-

gislature, may not prove uninteresting. Sec. 1, Provides that "for the purpose of es-tablishing a communication by rail road between the Town of Fayetteville and the coal regions in the counties of Moore and Chatham, at some point to be hereafter determined, the formation of a corporate company, with a capital stock of five hundred thousand dollars, is hereby authorized-to be called "the Western Rail Road Sec. 2, Authorizes the company to construct

a rail road from Fayetteville to some point in the coal region in the counties of Moore and Chatham, to be determined by the company. Sec. 3, Appoints commissioners in Fayette

ville and Wilmington to receive subscription to an amount not exceeding \$500,000, in shares of \$100 each. Sec. 4, Provides that twenty days previous

notice of the opening books of subscription shall be given, and that the books shall be kept open sixty days. Sec. 5. Authorizes the organization of the

company as soon as \$100,000 of the capital stock shall have been subscribed, and gives to said company all the powers and privileges of a corporation. . Sec. 6, Makes it the duty of the commission-

ers at Fayetteville to call a general meeting of the stockholders, as soon as \$100,000 of the stock shall have been subscribed, first giving thirty days notice. This meeting, a majority of the stock being represented, shall proceed to elect a President, a Treasurer, and nine Directors. These officers shall serve such period, not exceeding one year, as the stockholders may direct. And the same meeting shall fix the day and place where future elections shall be held. and the elections shall thenceforth be annual. Sec. 7, Provides that the above elections shall

be by ballot, each stockholder having as many votes as he has shares in the stock of the company, and that a plurality shall be sufficient to elect, "and at all elections, and upon all votes taken at any meeting of the stockholders, upon any byeslaw or any officer of the company, each share of stock shall be entitled to one vote.'

Sec. 8, Gives to the Board of Directors the power to fill any vacancies which may occur in it during the period for which its members were elected, and in the absence of the President to

fill the vacancy pro tem. Sec. 9, Authorizes the Board of Directors to call for sums subscribed for as stock. in such installments as they see proper, giving one month notice of the day of payment. And upon the failure of any stockholder to meet these requisitions, the Directors are to sell his stock at public sale, and if this does not produce a sum sufficient to meet the debt due the company, tos gether with the expenses incident to the sale and transfer, then the balance shall be held as a debt due the company, and recoverable by summary motion, or a suit at law, or a warrant before a Justice of the Peace: "and in all cases of assignment of stock before the whole amount has been paid to the company, then for all sums due on such stock, both the original subscriber and the first and all subsequent assignees shall be liable to the company, and the same may be recovered as above described."

Sec. 10. Makes the debt of a deceased stock holder to the company of equal dignity with judgments, in the distribution of assets. Sec. 11, Provides that the company shall issue certificates of stock to its members, which

certificates shall be transferable. Sec. 12, Authorizes the company to increase its capital stock to a sum sufficient to complete said road not exceeding the additional sum of \$500,000, by opening books of subscription, or by borrowing money on the credit of the combany, and on the martgage of its charter and

finished part of the road before the whole is Sec. 14. Makes all contracts or agreements anthenticated by the President and Secretary

ef the Board, binding on the company. Sec. 15. Enables the company to purchase whatever real estate may be necessary for its

Sec. 16. Authorizes the crossing or using any public road, provided another is constructed in

its place equally good. Sec. 17. Provides for the condemnation of land for the purposes of the company with the customary restrictions.

Sec. 18. Limits the width of the track condemned to the use of the company to 100 feet from the centre of the track of the road on either side, except in cases of cuts and deep fillings, when as much may be condemned as may be necessary. The company may also condemn any appropriate land for depots, shops, &c., not exceeding five acres in one lot or station.

Sec. 19. Gives the company the exclusive right to use the road, and at such charges for freight, &c., as the Directors may fix upon. Sec. 20. Provides for the declaration of divi-

Sec. 21. Makes the service of process on the President and Directors, equivalent to the service of process on the company.

Sec. 22, Gives the company the right to construct branches to the road, or to connect with any other railroad, and any contract entered into by the President and Directors, with the consent of a majority of the stockholders, with any other rail road company, shall be binding on the com-

\$1,000 each, bearing interest at the rate of 7 per cent. per annum, payable in New York or Bos ton semi-annually, and redeemable in 1875. Sec. 24, Authorizes the President and Direcs tors to mortgage the road and its appurtenan-

ces for securing the redemption of the bonds. Sec. 25, Exempts the operatives and officers of the road from doing militia duty, serving or

juries, and working the public roads. Sec. 26, Makes void the charter in case the work is not commenced within four years. Sec. 27, Makes the charter a public act, and continues in force until the year 1900.

NORTH CAROLINA COPPER.—The New York Herald, of Wednesday last, in its money article, says"there was a large attendance at the Exchange on Tuesday 1st March, at the sale of copper ore belonging to the North Carolina Copper Company. Considerable interest was manifested by those present, and the bidding was quite spirited. One hundred tons of Copper pyrites, about thirty per cent. ore, were sold to the Revere Copper Company of Boston, at \$6 for each per cent., being equal to \$180 per ton, cash. This was the first public sale of the North Carolina Copper Company's ore, but we learn that hereafter they will be of frequent occurrence. The mines are worked with a great deal of activity, and the productions ther this ore is from the Guilford or Cherokee mines, or from the Lindsay mining lands on Deep river.-Republican & Patriot.

GREENVILLE AND RALEIGH PLANK ROAD COM-PANY.—The annual meeting of the stockholders in this company was held in Greenville on the 3d Thursday in February, Alfred Moye was elected President, and B. F. Hanks, Joseph Potts, B. F. Havens, W. Bernard, E. H. Goelet, Jas. S. Clark, B. T. May, Benjamin Bynum and W. B. Myers, Directors—and Jno. A. Selby Secretary and Treasurer.

The affairs of the company appear to be in prosperous condition.—N. S. Whig.

General Pierce's Inaugural Address.

Political.

The Inaugural Address of the President elect is brief, and well-written. The following paragraphs close the address.

"The great scheme of our constitutional liberty rests upon a proper distribution of power between the State and Federal authorities; and experience has shown that the harmony and happiness of our people must depend upon a just discrimination between the separate rights and responsibilities of the States and your common rights and obligations under the general government. And here, in my opinion, are the considerations which should form the true basis of future concord in regard to the questions which have most seriously disturbed public tranquility. If the Federal Government will confine itself to the exercise of the powers clearly granted by the constitution, it can hardly happen that its action upon any question should endanger the institutions of the States, or interfere with their right to manage matters strictly domestic accords ing to the will of their own people.

In expressing briefly my views upon an important subject which has recently agitated the nation to almost a fearful degree, I am moved by no other impulse than an earnest desire for the perpetuation of that Union which has made us what we are, showering upon us blessings, and conferring a power and influences which our fathers could hardly have anticipated even with their most sanguine hopes directed to a far off fu-

The sentiments I now announce were not unknown before the expression of the voice which called me here. My own position upon this subject was clear and unequivocal, upon the record of my words and my acts and it is only recurred to at this time because silence might perhaps be misconstrued. With the Union my best and dearest earthly hopes are entwined; without it what are we individually or collectively-what becomes of the noblest fields ever opened for the advancement of our race in religion, in government, in arts, and in all that dignifies and adorns mankind?

From that radiant constellation which both illuminates our own way and points out to struggling nations their course, but let a single star be lost and if there be not utter darkness the lustre of the whole is dimmed. Do my countrymen need any assurance that such a catastrophe is not to overtake them while I possess the power to stay it? It is with me an earnest and vital belief that as the Union has been the source under Providence of our prosperity to this time, so it is a pledge of a continuance of the blessings we have enjoyed, and which we are sacredly bound to transmit undiminished o our children. The field of calm and free discussion in our country is open, and will always be so, but never has been, and never can be traversed for good in a spirit of sectionalism and uncharitableness. The founders of the Republic dealt with things as they were presented to them, in a spirit of self-sacrificing patriotism, and as time has proved with a comprehensive wisdom which it will always be safe for us to consult. Every measure tending to strenghten the fraternal feelings of all the members of our Union has had my heartfelt approbation.

To every theory of society or Government, whether the offspring of feverish ambition or of morbid enthusiasm, calculated to dissolve the bonds of law and affection which unite us, I shall interpose a ready and stern resistance.

in different States of this confederacy, is recognized by the Constitution. I believe that i stands like any other admitted right, and that the States where it exists are entitled to efficient remedies to enforce the constitutional provisions. I hold that the laws of 1850, commonly called the compromise measures, are strictly constitutional, and ought to be unhesitatingly carried in

I believe that the constituted authorities of this republic are bound to regard the rights of the South in this respect as they would view any other legal and constitutional right, and that the laws to enforce them should be respects ed and obeyed, not with a reluctance encouraged by abstract opinions as to their propriety in a different state of society, but cheerfully and according to the decisions of the tribunal to which their exposition belongs.

Such have been and are my convictions, and upon them I shall act. I fervently hope that the question is at rest, and that no sectional, or ambitious, or fanatical excitement may again threaten the durability of our institutions or obscure the light of our prosperity. But let not the foundation of our hope rest upon man's wisdom.

It will not be sufficient that sectional prejudices find no place in the public deliberations. I will not be sufficient that the rash counsels of human passions are rejected. It must be felt that there is no national security but in the nation's humble, acknowledged dependence upon God and his overruling providence.

We have been carried in safety through a pe rilous crisis. Wise counsels, like those which gave us the constitution, prevailed to uphold it Let the period be remembered as an admonition. and not as an encouragement in any section of the Union to make experiments, where experiments are fraught with such fearful hazard.

Let it be impressed upon all hearts, that beautiful as our fabric is, no earthly power or wisdom could ever re-unite its broken fragments. Standing as I do, almost within view of the green slopes of Monticello, and as it were within reach of the tomb of Washington, with all the cherish always, things remain as they now are in Sec. 23, Authorizes the company to issue like so many eloquent voices of exhortation from like so many eloquent voices of exhortation eloquent voices of exhortation eloquent voices eloquent voices eloquent voices eloquent voices eloq bonds to the amount of \$400,000 in sums of heaven, I can express no better hope for my country than the kind providence which smiled upon our fathers may enable their children to preserve the blessings they have inherited.

A LUDICROUS MISTAKE.—A story is current at Paris that, one day during the late sojourn of the parrenu Emperor at Compeigne, wishing to amuse himself, he sent for a well-known actress, Ma'am'selle Page, to visit his chateau. At the moment she arrived, the Emperor was taken ill and could not see her. The next morning the chamberlain of the palace was announced in her parlor. He expressed to the fair lady the regret of the Emperor at not being able to pay respects in person, but begged her to accept from His Majesty, the pocket book which he held in his hand. She took it, and was surprised to find in it bills to the amount of twenty-five thousand francs. Such munificence was entirely without example. She murmured her thanks, and was in a few hours back at Paris. Hardly had she left when a gentleman appointed to a diplomatic mission, knocked at the chamberlain's door. He had come to receive his outfit, and his last instruc-

The chamberlain handed him his paper and a black pocket book. The minister opened it, and found the enormous sum of five hundred francs! of ore are very large." We are not advised whee The wretched chamberlain had confounded the two pocket books, and had given the diplomat the wages of the light o'love. He sent off an aid-de-camp at once to Paris, who brought back the following epistle from M'lle Page:

"My Dear Chamberlain:-When you will give me an assurance over the Emperor's signature, that the 25,000 francs were not for me, I will refund the 24,500 to which you lay claim.

Yours, ever, The poor man did not dare to acquaint His Majesty with his carelessness, and was obliged to make up the sum himself.

This is a good story, and will of course be dra-

NEW-BERNE, N. C.

MARCH 12th, 1853.

DAILY MAIL TO PLYMOUTH.

made for a daily Mail between Newbern and Swift Creek daily, carrying the mail and connecting at Swift Creek with the Stage line, via Washington to Plymouth. The North Catolina will commence her trips soon.

The Railroad and New-Berne.

We would direct the attention of the reader t to the suggestions in reference to this subject which are contained in a communication, in another column, signed "Commerce." The article | Do. of War, JEFFERSON DAVIS, of Miss. is from a gentleman of practical experience as well as of much theoretical information upon the subject of improvements of the kind to which it relates. His suggestions are well worthy the earnest consideration of all who feel an interest in the prosperity of New-Berne.

The probability that a Railroad may be constructed on a direct line from Favetteville to Patriot. Beaufort harbour, leaving New-Berne twenty miles or more from the nearest point at which it ject is of so much importance to our Town as well as to the region of country which finds its second, as well as we are able, the laudable effort of our correspondent, to awaken a proper interest in reference to it among our citizens, and to aid them in arriving at a proper conclusion and in coming to a judicious decision as to what course it is best to pursue, in view of our commercial position, and the existing circumstances. We rejoice that one so well qualified for the task has taken the matter in hand, and that he will. probably give the public the benefit of his views

in a series of short articles. It will be our design to present the subject in some of the points of view, in which it may be presented, without forestalling the suggestions which it will be the purpose of the communications in question to make, but rather to enlarge upon and enforce such of them as accord with our cwn views.

mind as it approaches the subject is: will a railroad from Fayetteville to Beaufort harbour in the route said to be in contemplation effect the present trade and the future presperity of Newhern injuriously, supposing we remain still, and do nothing to facilitate the transportation I believe that involuntary servitude, as it exists of produce to our market and to draw trade to the Town? The question it appears to us, can admit of but one answer, and that is, it will have an injurious effect.

> Without an equally easy, cheap and convenient means of bringing produce to Newbern, it is obvious that the first effect will be to turn entirely or to a great oatent, the produce and trade that now come from the Counties of Jones & Onslow to Newbern, to the Eastern terminus of the Fayetteville railroad, at Beaufort, or at whatever point that may be. This now forms no inconsiderable item in the trade of Newbern and its loss would be seriously felt. This would be an immediate subtraction from the present trade of Newbern. The effect upon the future prospects of her trade, would probably be very injurious, if not ruinous. Should the Fayetteville and Western railroad be extended east to Beaufort harbour, and northwest, as it easily could be, and as it is said it is contemplated, to some point on the N. C. Railroad, instead of being a feeder to that great work, it would probably drain it of much of the produce that would otherwise come at least to the terminus of that road at Goldsboro', and thus deprive us of any chance of getting any share of it, which under other circumstances we might it to Newbern on the Neuse or by a railroad | a seat in Mr. Tyler's Cabinet, but rejected by should we find it an object to build one.

This point, we conceive then, needs very little argument to establish that the construction of a Rail Road from Fayetteville in a direct line to Beaufort harbour, must be injurious if not destructive both to the present trade of New-Berne and to her future prospects; provided reference to facilities for reaching our market-But will the same consequences to New-Berne result from the building of the Fayetteville Road provided our citizens will now awaken from the lethargy that has too long chained them in a culpable inactivity, and availing themselves of our position, and applying our resources judiciously, go to work, with heart and hand, to counteract the injury and perhaps ruin that await them if they remain inactive and do nothing? So far from it, we believe on the other hand, that if we are true to ourselves, the construction of the Fayetteville Rail Road may prove a great benefit to New-Berne. A connexion with Jacksonville in Onslow County, by Rail Road, as our correspondent shews, must secure the trade of the region through which it would pass, greatly increase the value of lands on its route, and stimulate immensely an increase of those productions. It may also turn a large portion of the produce, other than coal, to New-Berne, that will be put on the Road above Jacksonville. Experience can alone test this however. But suppose the Fayetteville Road built, and New-Berne connected with it, by means of a Rail Road to Jacksonville and the Neuse made Navigable for Steam Boats, to Waynesboro, so as to form a connexion with the North Carolina Rail Road, by water, does any one doubt that the trade of New-Berne would be much better than at present? But look a the question, simply as it concerns the trade of New-Berne, in another point of view. We will not say that NewsBerne, will be more bene fitted by a connexion at Jacksonville with a Rai Road running to Beaufort Harbour and the clear. ing of the Neuse so as to make it always navis sentiments avowed in connexion with the Com-

ing the North Carolina Rail Road with Beaufort | principles will be so far esteemed vital by the Pre Harbour, by way of New-Berne; but we do say that by the connexion we increase our chances of stopping produce that would reach us, and having the benefit of shipping it ourselves, because if the Fayetteville Road is built it is very unlikely that any Rail Road will ever be built from New-Berne to Beaufort.

In short our citizens have every inducement We are glad to learn that arrangements are to bestir themselves at once, and if they find the Fayetteville Road is inevitably to be built, to form Plymouth. A Tiny Steamer named the North a connexion with it at Jacksonville and push fors Carolina, sent on from Norfolk or vicinity by ward the River improvement, or if it is not likely Mr. Keeling of Suffolk Va., has arrived in our to be built to go ahead & extend the North Caro waters, designed to run between Newbern and lina Rail Road to Beaufort, by way of Newbern

THE NEW CABINET.

The Baltimore Patriot has a despatch from Washington City which states that General Pierce's Cabinet is composed as follows, the appointments having been confirmed by the Senate on Monday last.

Secretary of State, WILLIAM L. MARCY, of N. Y Do. of the Treas'y, James Guthrie, of Ky. Do. of the Navy, JAMES C. DOBBIN, of N. C. Do. of the Interior, ROBT. McCLELLAND, of Mich Postmaster Gen'l. JAMES CAMPBELL, of Pa. Attorney General, CALEB CUSHING, of Mass.

We condense the following Biographical now tice of each of the members of the new Cabinet. from an article taken from the Concord N. H.

WM. L. MARCY Secretary of State, is more prominent before the country as a politician, will pass, may well awaken a deep solicitude than any other member. He has long been among us, as to the immediate effects upon our connected with the political history of New trade, and upon our future prospects. The sub- York. He served in the war of 1812-14. Has been successively, Secretary of the Treasury in New York, Judge of the Supreme Court, principal market here, that we shall endeavour to of that State, U. S. Senator, Governor of New York and Secretary of War under Mr. Polk's administration.

JAMES GUTHRIE, Secretary of the Treasury, s much less known as a politician than Gov Marcy. He was born in Kentucky in 1792. He has attained a very good stand at the Bar-been Attorney for the Commonwealth-member of the State Senate and member of the (U. S.) House of Representatives. He is said to be a man of

ROBERT McCelland, Secretary of the Interi- fort. or. was born and educated in Pennsylvania, but removed at an early day to Michigan. Is a Lawyer of good standing-has been a member of the State Legislature-served several years in Congress-twice a member of a convention to leave through your paper to throw out form a State Constitution for Michigan &c .- and The first enquiry that naturally strikes the was when called to Gen. Pierce's Cabinet Go. vernor of Michigan.

> JEFFERSON DAVIS, Secretary of War, was educated at West Point, and remained in the army a war, he resigned his seat in Congress and went to Mississippi, raised a regiment of volunteers, and was appointed their Colonel. He was in the battle of Buena Vista-did good service, and was wound-States Senate, but resigned his seat in 1851.

JAMES C. DOBBIN, Secretary of the Navy, is a graduate of the University of North Carolinapractice. He has served in the State Legislature and in Congress. He was influential in procuring the nomination of General Pierce to the Presidency.

JAMES CAMPBELL Post Master General, is of Irish Paaentage-is a successful lawyer, has been Judge of the Court of Common Pleas in Philadelphia-was in 1851 nominated for Judge of the Sapreme Court, but was defeated, before the people. In 1852 he was made Attorney

CALEB CUSHING is a graduate of Harvard College, Mass. Is a lawyer by profession, and except Mr. Marcy is more prominent as a politician for some time in the Massachusetts Legislature -was a member of Congress &c., -he has writreasonably calculate upon, either by bringing ten some historical works-was nominated to the Senate. In 1843 he went as Commissioner to China. He raised a regiment of volunteers, and served in the Mexican War. In 1852 he was appointed one of the Judges of the Supreme Court of Massachusetts.

THE PRESS ON THE INAUGURAL.

enthusiastic in its praises of President Pierce's in the transportation of 100 Tons of produce varmly in its praise. This is party opinion may be said, and comes as a matter of course. No doubt its merits are exaggerated by political friends, but so far as its doctrines upon some of the most important points are concerned, we think the address must be about right, because they meet the approval of the Whig as well as the Democratic press. Witness the following from the Republic, which paper says in substance among other things, that if General Pierce carries out the doctrines announced in his address, and conducts his administration as he indicates his intention to do, that he will meet with more trouble from his political friends than his opponents. The Republic says:

With regard to the extension of our territory, it expresses no fear of new acquisition, but con-templates without alarm the possibility of its becoming eminently important for our own pretection. At the same time, it repudiates all wrong or dishonorable means of expansion. It recommends a pacific policy towards foreign nations; and reaffirms as an admitted principle that no further colonization of this continent by foreign powers beyond their present jurisdiction is to be tolerated.

The views of the President with regard to the Army and Navy will commend themselves to the approval of these two branches of the public ser-

We apprehend that no holder of office and no office seeker can be dissatisfied with the observations of that part of the message which is devoted to their respective cases.

We have no disposition to object to what is said of the propriety of adhering to the exercise of power granted by the Consitution to the Federal Government; and we cordially approve the gable, that by a direct line of Rail Road connect- promise measures of 1850. We hope these

net every man who has regarded and denounced those measures as a justification for Disunion.

In conclusion, we cannot withhold from the President our grateful acknowledgments for the

entire absence of party animosity in his inaugural discourse. It breathes the spirit of the sove reign whom a great English writer pictured to himself as the beau-ideal of chief magistrates— one who should be not the King of Whigs; nor the King of Tories, but the King of England."

President Pierce acknowledges his obligations to the "masses of his countrymen, and to them alone." He seems to be sincere in this sentiment, and his address presents in no part any contradica tion to it. It he acts in accordance with it, and with the general views of his address, we apprehend that he will find more factious oppos tion in his own ranks than in those of the friend of the late admininistration."

GOODRICH'S HISTORY OF ALL NATIONS .- We were shown yesterday by a gentleman soliciting subscriptions, a copy of the above work. It is a royal 8 vo. in size, handsomely printed in double columns with large fair type, well bound and illustrated throughout with maps and drawings of every description. We have not read the work but judge that it is in the same keep. ing with the rest of the author's productions.

At the annual commencement of the New York Medical College, which took place on the 2d inst., we notice the name of S. F. King of Beaufort, N. C., among the graduates. The honorary degree of M. D. was conferred on Francis L. King, of the same place.

In Bladen county, last week, we learn that nee gro men hired for upwards of \$200 for elever months. And a woman and two very small children sold for upwards of \$1500.

Fayetteville Observer.

Our Carrespondence.

For the Weekly News. THE FAYETTEVILLE RAIL ROAD. MR. EDITOR:

There has been considerable excitement in the town of Newbern for a day or two past, ocea sioned by the purchase of some real estate three miles to the South west of Sheppard's point, by a gentleman of Fayetteville, who it is und stood is an agent of a Company who propose building a Rail Road from that Town to Beau-

This scheme has caused anxious reflections i the minds of several as to its ultimate effects upon the commercial interests of Newbern .-Having given the subject some thought, I beg few suggestions for what they may be worth If they do no other good, they may elicit views from others of more value.

It is reasonable to suppose from all that we have heard, that the proposed Rail Road will be built, and well may it cause all those interested number of years-served in Congress 6 or 8 in the property of Newbern to reflect seriously years. At the commencement of the Mexican upon the subject; for it requires no great fore, sight to see that it will be fraught with no good to the Town. It must necessarily abstract a considerable amount of trade from Onslow Countv as well as Jones; and Mr. Editor, so much of ed-was appointed after the war to the United the legitimate trade of Newbern has of late years been diverted to other markets, that it is not well conceived how she can part with any more, if she expects even to preserve her present position as a market Town, and retain the few en is a lawyer of good standing, and extensive terprising business gentlemen yet remaining here. In effect Newbern is rapidly being circumscribed by an Iron wall, effectually shutting off her resources and in that respect fulfilling the functions of the great Chinese Wall, with this difference, the latter was built to keep of enemies, while the former excludes our friends It this system is continued a few years longer, ask in all sincerity what will be left to sustain this ancient Town?

The question then arises how are we to avoi the diversion of trade in this case, and palliate the for the next fiscal year. injury we must sustain by the construction of this work? The only feasible way to my mind is, when this proposed Road shall be undertaken, to begin the construction of a Rail Road than any one of the New Cabinet.-He served from Newbern to Onslow Court House, and tap the Fayetteville Road at that point. If this were done, let us see what would be the relative salary of \$3000 per annum. position of Beaufort and Newbern.

From Onslow Court House to Newbern by an air line, the distance is 28 miles; from the Court House to Beaufort the distance by an air ington, out of a portion of Oregon, became a law. line is 42 miles; the difference in the cost of transportation then from the Court House to Newbern or Beaufort would be as 28 to 42 of 4 to 6 in favour of Newbern, or in other words it could be brought to Newbern for one third We notice that the Washington Union is very less than it could be taken to Beaufort; so that Inaugural. Other Democratic papers also speak | while to Beaufort it would cost, at the usual charge of four cents per Ton per mile, \$168, i would only cost \$112, to Newbern, a saving of \$56 upon that amount, which would more than pay the charge for the Lighterage upon a centre board vessel of 1,500 barrels; and as 1500 barrels are equivolent to about 200 Tons the saving upon that amount would be \$112. Can any one doubt that this difference in the cost of Transportation would bring a large amount of trade to Newbern? This proves the necessity for tapping the Fayetteville Road at a point which will be considerably further from Beaufort than Newbern; and further, this difference in favour of News Proceedings of the Board of Combern would induce a considerable portion of trade from the Fayetteville Road. It may be said that the greater advantages of shipping at Beaufort would more than counteract all this. I have shown how they are more than equalized by the difference in the lengths of the two Roads, and we all know that we have the water to carry on 100 times the present trade of Newbern; the old saving that " enough is enough all the world over"-holdsgood in this case. With the present superior market at Newbern for Purpentine and in fact all produce, it is not doubted that the above arrangement would add to her interests materially alleringer bloom redirected Whit

In my next I will consider the effects upon the Town of the proposed Rail Road from Goldsbovia Newbern to Beaufort and you may be sure Mr. Editor, I shall not forget the Neuse River, which has been our only reliance for so long a pe- Hutchinson, Thomas Smith, and o there, for the riod of time and destined yet, I firmly believe, to removal of the water from the lov v lo, to between uphold our interests and materially to advance our prosperity:

COMMERCE.

Washington Correspondence of the Weekly News WASHINGTON, March 8th, 1853. DEAR SIR:

Since my last communication we have withe say ed the termination of another Congress, and the transfer of the reins of Government from the hands of a Whig to those of a Democratic administration. No comment upon the natural and easy operation of our Republican system. could impress the mind more favourably than to note the tranquility and matter of course man. ner in which this great change quadrennially takes place. Analagous events in some countries are attended with excitement arouse the fierce ame bition of opposing factions, and stir up the turbulence of the people. Here the excitement is only the natural result of the interest our people take in an event of such bearing upon the good of the country, and of the regret with which one set of office holders sees their hold upon the public pasi tronage about to be loosed, and the exhileration with which another set looks forward to the ena joyment of the places about to be vacated. On the surface all goes off smoothly, however, what, ever may be the agitation of the waters below that surface. The ceremonies of the Inaugura. tion were imposing, and the bearing of the new President was commendible.

President Fillmore retires from his high pos sition with grace and dignity, and with the respect, I had almost said, the approbation of all parties. The contrast between the anxious solicitude that must have pervaded his breast, in view of the stormy and threatening portents that marked the period of his assuming the arduous duties of the Presidency, and the calm and pros. perous condition of the country now, when he lays down its honours and its cares, cannot but be soothing to his noble mind. It is not too much to say, that to Mr. Fillmore's wise, judicious and prudent councils, and to his firm, just and impartial discharge of duty, the country is largely indebted for the contrast that marked the commencement of his administration, as compared with its condition now at its close.

The Inaugural Address of President Pierce is warmly applauded by most of his political friends and on the whole is received with rather a remarkable absence of disapprobation, not to say with favour, by his political opponents. The Whigs very generally say, that if he acts up to the sentiments his address expresses, especially in reference to the Compromise, that he will meet with less opposition from the Whig party, than from a portion of his own political friends. I trust and am inclined to believe, that his administration will be a prudent one, if not brilliant,

But I had nearly forgotten the principal object I had in view, in taking my pen at this time, viz." to give your readers a brief abstract of the proceedings of the last three or four days of the 32d Congress. As is now too much the custom, especially at the close of the short session, much business that should have been attended to at an earlier day, was crowded into a few of the last days of the session, and hurried over, whilst several matters of much importance to individuals and not a few that concern the public interests, were not attended to at all. Congress continued in session all of Thursday night the 3d inst. and adjourned at 12 o'clock M. on Friday.

The bills of most importance which have become laws since my last notice, by their final passage and the sanction of the President, are the Naval appropriation bill, which passed the Senate on Thursday the 3d inst., after the reject tion of the various proposed amendments-one for the establishment of a board for the investigation of claims against the United States, and another for appropriating \$500,000 for the construction of a propeller frigate with Ericsson Colaric Engines. The amendment for the reorganization of the United States Navy was agreed to. On the same day the Light House and Indian appropriation bills were passed, as also the bill making appropriations for the transportation of the United States Mail by Ocean Steamers

The Civil and Diplomatic Bill which was finally gotten through, raises the salaries of the Vice President and the heads of the departments from 6000 to \$8000 per annum, and cres ates an Assistant Secretary of State, with a

All the General Appropriation Bills were passed. Among other bills of some importance the Bill establishing the new Territory of Wash-The sum of \$150,000 was appropriated for a survey of route for a Railroad from the Mississippi to the Pacific Ocean. The route to be sur-

veyed by the Topographical Engineers, and

others appointed by the Secretary of War. The bill establishing a retired list of Army officers,-the bill establishing private bonded ware-houses-and the bill reorganizing the Navy (although as stated the latter passed the Senate) were with many others of less public inter-

est left without final action. Thus closed the last Session of the 32d Cone gress. In reference to the New Cabinet-the proceedings of the extra Session of the Senste, &c., &c., you will gather particulars from late papers. To Midset OMA METHOSIAL

> Very respectfully yours, TALIFAIRO.

Reported for the Weekly News:

missioners. MONDAY, February 28th 1853. At the regular meeting of the Board held this

evening were present John D. Whitford, Esq. Intendant George W. Taylor, Benjamin M. Coek,

and Matthew Matthews, Commissioners. The proceedings of the last meeting were read and approved.

The following accounts were examined and allowed, BALLARCIA STRIKE

John Blackwell E. R. Stanly, All and 46,72. G. W. Taylor, 37,98. J. A. Suydam,

PETITIONS.

By Mr. Matthews-Petition of John M: Oliver, William Fife, Pherobee Ps rks, Martha Pollok and Queen Streets, and west of Pleet street, Referred to committee, on streets. By Mr. Taylor-Petition o' I'Ars. M. A. Morse