

From the North Carolina. The Charter of the Western Rail 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 Legislature, may not prove uninteresting.

Sec. 1. Provides that "for the purpose of establishing 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 Company."

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 Fayetteville 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.

General Pierce's Inaugural Address.

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."

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, showing up its blessings, and conferring a power and an influence which our fathers could hardly have anticipated even with their most sanguine hopes directed to a far off future.

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 recalled to me 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 illumines 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 advances in grandeur and 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 to our children.

To every theory of society or Government, whether the offspring of favored ambition or of blind enthusiasm, calculated to dissolve the bonds of law and affection which unite us, I shall interpose a ready and stern resistance. I believe that involuntary servitude, as it exists in the different States of this confederacy, is recognized by the Constitution. I believe that it 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 into effect.

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 right of constitutional right, and that the laws to enforce them should be respected 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 position belongs.

We are glad to learn that arrangements are made for a daily Mail between Newbern and Plymouth. A Tiny Steamer named the North Carolina, sent on from Norfolk or vicinity by Mr. Keeling of Suffolk Va., has arrived in our waters, designed to run between Newbern and Swift Creek daily, carrying the mail and connecting at Swift Creek with the Stage line, via Washington to Plymouth. The North Carolina will commence her trips soon.

The Railroad and New-Berne.

We would direct the attention of the reader to the suggestions in reference to this subject, which are contained in a communication, in another column, signed "Commerce." The article 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 Fayetteville to Beaufort harbour, leaving New-Berne twenty miles or more from the nearest point at which it will pass, may well awaken a deep solicitude among us, as to the immediate effects upon our trade, and upon our future prospects. The subject is of so much importance to our Town as well as to the region of country which finds its principal market here, that we shall endeavour to 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.

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 own views.

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 extent, 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 reasonably calculate upon, either by bringing it to Newbern on the Neuse or by a railroad, 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 always, things remain as they now are in 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 this 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 Wainwright, 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 at the question, simply as it concerns the trade of New-Berne, in another point of view. We will not say that New-Berne, will be more benefited by a connexion at Jacksonville with a Rail Road running to Beaufort Harbour and the clear, ing of the Neuse so as to make it always navigable, than by a direct line of Rail Road connect-

ing the North Carolina Rail Road with Beaufort 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.

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 Treasury, JAMES GUTHRIE, of Ky. Do. of War, JEFFERSON DAVIS, of Miss. Do. of the Navy, JAMES C. DOBBS, of N. C. Do. of the Interior, ROBT. McCLELLAND, of Mich. Postmaster Gen'l. JAMES CAMPBELL, of Pa. Attorney General, CALLEB CUSHING, of Mass.

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

WM. L. MARCY Secretary of State, is more prominent before the country as a politician, than any other member. He has long been connected with the political history of New York. He served in the war of 1812-14. Has been successively, Secretary of the Treasury in New York, Judge of the Supreme Court 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, is 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 fair ability.

ROBERT McCLELLAND, Secretary of the Interior, 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 form a State Constitution for Michigan &c.—and was when called to Gen. Pierce's Cabinet Governor of Michigan.

JEFFERSON DAVIS, Secretary of War, was educated at West Point, and remained in the army a number of years—served in Congress 6 or 8 years. At the commencement of the Mexican 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 wounded—was appointed after the war to the United States Senate, but resigned his seat in 1851.

JAMES C. DOBBS, Secretary of the Navy, is a graduate of the University of North Carolina—is a lawyer of good standing, and extensive practice. 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 Parentage—is a successful lawyer, has been Judge of the Court of Common Pleas in Philadelphia—was in 1851 nominated for Judge of the Supreme Court, but was defeated, before the people. In 1852 he was made Attorney General.

CALLEB CUSHING is a graduate of Harvard College, Mass. Is a lawyer by profession, and except Mr. Marcy is more prominent as a politician than any one of the New Cabinet.—He served for some time in the Massachusetts Legislature—was a member of Congress &c.—he has written some historical works—was nominated to a seat in Mr. Tyler's Cabinet, but rejected by 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.

We notice that the Washington Union is very enthusiastic in its praises of President Pierce's Inaugural. Other Democratic papers also speak warmly in its praise. This is party opinion, it 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 contemplates without alarm the possibility of its becoming eminently important for our own protection. At the same time, it repudiates all wrong or dishonourable means of expansion. It recommends a pacific policy towards foreign nations; and renounces 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 service. 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 Constitution to the Federal Government; and we cordially approve the sentiments avowed in connexion with the Compromise measures, of 1850. We hope these

principles will be as far esteemed vital by the President as to induce him to exclude from his Cabinet 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 sovereign whom a great English writer pictured to himself as the best-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 contradiction to it. He acts in accordance with it, and with the general views of his address, we apprehend that he will find more zealous opposition in his own ranks than in those of the friends of the late administration."

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 keeping 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 negro men hired for upwards of \$200 for eleven months. And a woman and two very small children sold for upwards of \$1500.

Fayetteville Observer.

Our Correspondence.

THE FAYETTEVILLE RAIL ROAD.

Mr. Editor: There has been considerable excitement in the town of Newbern for a day or two past, occasioned by the purchase of some real estate three miles to the South west of Sheppard's point, by a gentleman from Fayetteville, who it is understood is an agent of a Company who propose building a Rail Road from that Town to Beaufort.

This scheme has caused anxious reflections in the minds of several as to its ultimate effects upon the commercial interests of Newbern.—Having given the subject some thought, I beg leave through your paper to throw out a 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 in the property of Newbern to reflect seriously upon the subject; for it requires no great foresight to see that it will be fraught with no good to the Town. It must necessarily abstract a considerable amount of trade from Onslow County as well as Jones; and Mr. Editor, so much of 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 enterprising 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 off enemies, while the former excludes our friends. If this system is continued a few years longer, I ask in all sincerity what will be left to sustain this ancient Town?

The question then arises how are we to avoid the diversion of trade in this case, and palliate the 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 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 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 line is 42 miles; the difference in the cost of transportation then from the Court House to Newbern or Beaufort would be as 25 : 42 or 4 to 6 in favour of Newbern, or in other words it could be brought to Newbern for one third less than it could be taken to Beaufort; so that in the transportation of 100 Tons of produce, while to Beaufort it would cost, at the usual charge of four cents per Ton per mile, \$168, it 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 1,600 barrels; and as 1500 barrels are equivalent 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 Newbern 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 saying that "enough is enough all the world over"—holds good in this case. With the present superior market at Newbern for Turpentine and in fact all produce, it is not doubted that the above arrangement would add to her interests materially.

In my next I will consider the effects upon the Town of the proposed Rail Road from Goldsboro 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 period of time and destined yet, I firmly believe, to uphold our interests and materially to advance our prosperity.

COMMERCIAL.

At the regular meeting of the Board held this evening were present John D. Whitford, Esq., Intendant, George W. Taylor, Benjamin M. Cook, and Matthew Matthews, Commissioners. The proceedings of the last meeting were read and approved. The following accounts were examined and allowed.

WASHINGTON, March 8th, 1853. DEAR SIR: Since my last communication we have witnessed 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 manner in which this great change quaquadrantly takes place. Analogous events in some countries are attended with excitement, arouse the fierce ambition 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 patronage about to be loosened, and the exhilaration with which another set looks forward to the enjoyment of the places about to be vacated. On the surface all goes off smoothly, however, whatever may be the agitation of the waters below that surface. The ceremonies of the Inauguration were imposing, and the bearing of the new President was commendable.

President Fillmore retires from his high position 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 prosperous condition of the country now, when he lays down his 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, not brilliant. But I had nearly forgotten the principal object, to give you 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 8d 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 rejection 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 Coliaric 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 for the next fiscal year.

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 creates an Assistant Secretary of State, with a salary of \$3000 per annum.

All the General Appropriation Bills were passed. Among other bills of some importance the Bill establishing the new Territory of Washington, out of a portion of Oregon, became a law. 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 surveyed 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 warehouses,—and the bill reorganizing the Navy (although as stated the latter passed the Senate) were with many others of less public interest left without final action.

Thus closed the last Session of the 32d Congress. In reference to the New Cabinet—the proceedings of the extra Session of the Senate, &c., &c., you will gather particulars from late papers.

Very respectfully yours, TALIFAIRO. Reported for the Weekly News. Proceedings of the Board of Commissioners. 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. Cook, and Matthew Matthews, Commissioners. The proceedings of the last meeting were read and approved. The following accounts were examined and allowed.

Table with names and amounts: John Blackwell \$65.70, E. R. Stanly 46.72, G. W. Taylor 37.98, J. A. Suydam 12.70.

PETITIONS.

By Mr. Matthews—Petition of John M. Oliver, William Fife, Phoebe Fife, Martha Hutchinson, Thomas Smith, and others, for the removal of the water from the low lands between Pollok and Queen Streets, and west of Fleet Street. Referred to committee on streets. By Mr. Taylor—Petition of Mrs. M. A. Morse

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 ore, valued thirty per cent. ore, were sold to the Bessemer 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 of ore are very large." We are not advised whether this ore is from the Guilford or Cherokee mines, or from the Lindsay mining lands on Deep River.—Republican & Patriot.

A LUDICROUS MISTAKE.—A story is current at Paris that, one day during the late sojourn of the Emperor at Compiegne, wishing to amuse himself, he sent for a well-known actress, Madame Sellé 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 instructions. The chamberlain handed him his paper and a black pocket book. The minister opened it, and found the enormous sum of five hundred francs! 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 aide-camp at once to Paris, who brought back the following epistle from Mlle 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, PAGE."

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 dramatized.

COMMERCIAL.