

RALEIGH REGISTER.

AND NORTH-CAROLINA GAZETTE.

"OURS ARE THE PLANS OF FAIR DELIGHTFUL PEACE, UNWARRANTED BY PARTY RAGE, TO LIVE LIKE BROTHERS"

VOLUME XXXIV.

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THE REGISTER

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TERMS.

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ADVERTISEMENTS,

Not exceeding sixteen lines, will be inserted three times for a Dollar; and twenty-five cents for each subsequent publication; those of greater length, in the same proportion. If the number of insertions be not marked on them they will be continued until ordered out, and charged accordingly.

HILLSBOROUGH CONVENTION.

Report of the Select Committee.

Your Committee, in obedience to an order of the Convention referring to them the several resolutions affirming the policy and expediency of a participation, on the part of the State, in such projects of Internal Improvement as her citizens may patronize, by a contribution of a reasonable and suitable sum, beg leave to

REPORT:

That they have bestowed upon this important subject such consideration as the very short space of time assigned by the Convention would allow. The general course of reflection pertaining to this grave question, has been familiarised to them, and it is believed to the public mind generally throughout the State. Your committee have long entertained a thorough conviction that no system of Internal Improvement commensurate with the resources of the State and honorable to the character of our citizens for intelligence and enterprise, can be effective without a general co-operation of all the parts, and an extensive development and application of our means, both public and private, under a liberal and enlightened system of legislation. They do not feel it necessary, nor have they time to vindicate this opinion by an elaborate course of reasoning. But they deem it more useful to plain, sound-headed, practical men, to refer to the past history of the State.

The close of the revolution found us a people essentially industrious and agricultural in our habits, in possession of a territory of great fertility, blessed with the finest climate, adapted to the production of the most valuable staples, and treading with abundance, whose broad virgin surface was but barely dotted by the cultivation of man; but in a state of entire destitution of all the facilities of transporting to market the fruits of our industry; and yet after the lapse of more than half a century of industrious and persevering toil, not a solitary work of public utility has been constructed by individual contribution and individual effort.

We have seen our beloved mother-land gradually strip of its beauty and exhausted of its fertility, scarred and deformed by injudicious cultivation; and yet, by reason of a ruinous loss of time, property and expenditure, in transporting our surplus products to market, but little wealth has been realized from all these labors. While our country was new, and our choice lands were first opening for cultivation, a general prosperity under all our commercial disadvantages, pervaded our happy land. But the fertility of our

land, in this state of things, the appeal comes direct to our interests, to our love of country, to our sympathy in all that touches the dignity, the honor, the character of the land of our birth and the home of our affections, to make one great, united and manly effort to bring up our country to that high position of prosperity and honor, and happiness, the attainment of which a kind Providence has unquestionably placed within the reach of virtuous and patriotic exertion. That native son of North Carolina is unworthy of the land of his sires, whose heart is not large enough, and whose affections are not broad enough, sinking the consideration of mere selfish interests, to reach to every square inch of his native State, to kindle in this generous strife, to do honor to our common mother, and to feel with the fervor of patriotism, that this and every part of it "is my native land."

The people of North-Carolina under Providence, hold their own destiny in their own hands. It is but for them to will it, and this once lovely, prosperous land will again smile in its loveliness, and spread its sunny bosom to the eyes of its children, covered with abundance. Stimulate the activity and industry of our citizens by conferring on them the legitimate rewards of industry, and a renovation of our condition will be witnessed in every direction. It will be seen on the face of the country, in the multiplied comforts of social life, in the general diffusion of education, and in the improvement and elevation of our intellectual and moral condition. Where is the citizen who will not make some sacrifice and encounter much toil to accomplish these objects? It is believed there are but few. There may be laggards through inadvertence, or from want of confidence in the practi-

cality of a specific work; but it is believed there are few, very few, who would slight and voluntarily cast away the rich bounties of Providence that are spread before them. It is for the people of North-Carolina to will it, and they may reach forth their hands and pluck plenty and abundance. It is for the people to arouse themselves from culpable apathy or do-nothing indifference; to acquire the information within the reach of every citizen; to spurn the interested flatteries and fatal delusions of ill-omened demagogues, and speak to their public servants in the manly tone of patriotism; to command their perfect obedience in the renovation of our institutions and the improvement of our moral and social condition. It is but for the people to will it, to push the destinies of our beloved State to that high point at which it may vie with the proudest and noblest of its fair-sisterhood, in all that gives dignity to man and confers happiness on our race. It is a noble object, worthy of our best efforts, and demanded by the spirit of the age. And yet your committee feel bound to declare their conviction, that all this will prove to be delusive as mere day-dreams, unless sustained and pushed forward by the union, the energy and zealous co-operation of the whole people. Separate and partial efforts will but disclose our weakness, and terminate in disastrous failure; while union of purpose and concentration of effort, will not only deserve, but command triumphant success.

Your committee feel clear in the conviction, that the requisite union and efficiency must be found in the General Assembly; without which, all else will be hopeless and unavailing. It is in that field that our banner is to be struck down and trailed in the dust by recreant public servants; or its ancient pride and dignity be triumphantly vindicated. Who is there here, or within the limits of this broad domain, who could witness without grief and indignation, the dishonour of that ancient and time-honoured banner, the first unfurled in our struggles for independence, with its own staff struck deep in the soil of our own Mecklenburg, in lofty and proud defiance of the bloody red cross? If there be such a craven spirited citizen, he should feel that he dishonours the soil he burdens, and should seek to hide himself forever in its deepest and darkest caverns.

Your committee, dismissing these ungrateful reflections, turn with pleasure to the contemplation of that fine and liberal spirit which is at work in almost every part of the State for its benefit and improvement. The results cannot but be useful to our country. Your committee are not without hope, that the great body of freeholders and free men of North-Carolina, (for it is they only who can do it,) will give so powerful an impulse to this spirit, that a sufficient portion of it may work its way into our next legislature, to enable us and our offspring to look back and bless the year 1853, as the period of our disenthralment from pernicious prejudices, and the adoption of the only policy that can stay the deep and strong current of emigration, multiply all the resources of physical and intellectual enjoyment, and give plenty, contentment and happiness to our people.

Enlightened public opinion and actual experiment have clearly indicated railways, as the only species of improvement that can overcome all the difficulties of our local position, and prove commensurate with the wants of our citizens. The practicability of their construction is no longer regarded as the idle dreams of moon struck visionaries; but like the power of steam, that great element of a general prosperity, the eye sees it, the ear hears its advances, and all that belongs to man is comforted and elevated by the profusion of blessings that this species of improvement invariably carries in its train. The cost of their construction is known to be great; yet undoubtedly within the means of the State.

Three different modes, under different circumstances, have been suggested and adopted for the accomplishment of extensive public improvements. 1st, by the means of the State exclusively; 2nd, by the means of individuals exclusively; and 3rd, by a combination in just proportions of the means of individuals and the means of the State. Each of these modes has its advantages and disadvantages; and the adoption of either may much depend upon a consideration of all the circumstances of each particular case. Your committee think that the views and references already submitted, are decisive of the impracticability of effecting any thing of much moment in this State by the means of individuals exclusively.

The objections to the State undertaking any great system upon its own exclusive means, are believed, in our case to be great and insurmountable. Besides the obvious difficulties of geographical position, every work will be regarded as local in its benefits, inasmuch as no one work can reach all the parts. Division and discontents would rise from the levy of contributions upon the whole for the more immediate benefit of the favored parts. And though it may be obvious that the improvement of any part of the country, would benefit, direct-

ly or indirectly, the whole; yet it is equally obvious that it would be the source of jealousies and discontents that might threaten the overthrow of the whole system. But a conclusive objection, in the opinion of your committee is to be found in the wasteful expenditure, careless construction and defective superintendence, in all the parts of any great work, executed by the public and at the public expense.

Your committee, rejecting both these, are of opinion that the best practicable mode, is by a combination of the means of the state with those of individual stockholders in just proportion. This union of means, with a wise and energetic administration of them would be adequate to the accomplishment of any undertaking. Your committee will here remark, that they do not refer to the funds on hand but they refer to those means, which the state has the ability to raise without resorting to a present increase of taxation.

Your committee, out of respect to the legislature, decline discussing this part of the subject, or the equity of the principle, that where all are benefited all should be compelled to contribute; or the justice of the measure that those who come after us to the enjoyment of durable public works constructed in part for their benefit, should bear a portion of the burden of their execution.

Your committee are of opinion that individual interest and enterprise, with the necessary aid of scientific and practical engineers, will best indicate the proper routes for different rail ways; that each work will be most durably and economically executed under the guardianship and vigilance of individual stockholders. To guard against embarking in impracticable and chimerical schemes, the state, in the opinion of your committee, ought not to become interested in any project, until a large portion of the whole estimated cost of its execution shall be first paid, or be secured to be paid, by individuals most immediately interested, in the proposed work. It is believed that the caution and sagacity in the selecting of works for the investment of private capital, would afford a sufficient guard to the state against unwise investments.

The wisdom of the legislature might construct other and more efficient guards, if deemed necessary, in the shape of a judicious board of public works, or in such other manner as might be conformable with its conceptions of the public interest. Your committee have bestowed much of their consultation upon the question of proportion of contribution by the public and by individuals. They have adopted as in their opinion the best, that proportion which has been tested by the experience of some of our sister States as the most efficacious and judicious. They are of the opinion that when three fifths of the whole estimated cost of any given work shall be secured to be paid by individuals, that then the State, under such guards and limitations as it shall prescribe, shall contribute the remaining two fifths for its construction.

If any great work or works, penetrating the State in nearly its whole length or breadth shall be undertaken, they can go on only by large contributions in the shape of labour. In a word, the work will not go on successfully unless it be patronized by the great body of our fellow citizens, especially the land-holders. They may take shares of stock, and pay for the greater part of it by contributions in labour—in the execution of small contracts on the line of road. Contributions in labour is said to be most costly. It is so in communities highly commercial. It is not so, it is believed, in the interior of our State, where commercial facilities are few and inconvenient. The people have not the money; they can labour themselves, and procure labourers, and be better paid for this species of labour than any other. A great part of the stock held by individuals can be paid for in labour, but money is necessary to procure surveys and estimates, to procure a proper degree of skill and science in the execution of the work, to procure iron and other necessary materials; and this, or the greater portion of it the State can more easily pay than can individuals.

This principle has the merit of equality, and is equally applicable to every part of the State. Such a course of policy would be in the opinion of your committee, put in a course of actual development all the resources of the State, public and private, inspire confidence, give vigour to enterprise, impart new energy to commercial activity and scatter in profusion amongst us all those good things, that in the allotment of Providence seem designed mainly for the attainment of virtuous toil and an enlightened economy. The State, in the exercise of this parental care, would not discharge its proper duties to its citizens, and erect around our beloved institutions, as a wall of fire, a cordon of a high minded, independent, and happy people, to guard against every injury or aggression that had sheltered all their rights and fostered all their interests.

Your committee, therefore, beg leave to submit for the adoption of the Convention the following resolution:
Resolved, That it is the opinion of this Convention, that in every project to improve any part of the State by means of a Rail Road, or other public improvement, where the citizens friendly to such project shall pay or secure to be paid three fifths of the cost of such improvement, an enlarged and enlightened policy requires that the State shall pay the remaining two fifths for the completion of such work.

All of which is respectfully submitted,
WILLIE P. MANGUM, Chm.

NOTICE.

The undersigned were appointed Administratrix and Administrator, on the Estate of HAZEL KYLE, deceased, at the County Court of Wake, on the 31st Monday of August, 1853. And all Creditors of said deceased, are hereby notified to present their Claims for payment, within the time prescribed by law, or this notice will be pleaded in bar of a recovery.

LUCE ANN KYLE, Adm'r.
GEORGE SIMPSON, Adm'r.
Raleigh, August 24, 1853. 42 3m
N. B. Those who are indebted to the Estate, are desired to come forward and settle without further notice, or the Representatives of the deceased will be obliged to put them to costs and vex them by suits.

UNITED STATES HOTEL.
178 & 180 Pearl Street and 138 Water St. between Wall St. and Maiden Lane, NEW-YORK.

T. B. REDMOND, respectfully informs his friends and the public, that he has re-opened the above ESTABLISHMENT, which he has newly furnished and put in complete order for the reception of Boarders, Merchants and Travellers. The situation of the United States Hotel presents peculiar advantages to Merchants and Travellers, being within a minute's walk of the Banks, Exchange and Public Offices. The free circulation of air which the extent of the Establishment insures to its apartments, renders it a very desirable residence. The Dining & Coffee Rooms are spacious and pleasantly situated, the Sleeping Rooms airy and comfortable. In addition to the other range of accommodations, he has added a splendid Evening Room on the European plan, where Breakfast will be served up from 7 to 10 o'clock, and Dinner from 11 to 5. All Gentlemen putting up at the United States Hotel, can have Dinner any hour they please, without any additional charge. The Cellars are always well stocked with the very best Liquors—the Larder will be constantly supplied with every delicacy of the New-York, Philadelphia and other Markets.

Grateful for the liberal patronage already received, the Proprietor will be ever ready to merit its continuance and extension, in confluent anticipation of which, he pledges himself to use his zealous exertions for the comfort of his PATRONS.

Terms very moderate. T. B. REDMOND. 43 1m

VALUABLE PROPERTY FOR SALE.

I AM desirous of disposing of my Establishment (OLD POINT COMFORT,) in the Town of Salisbury, North-Carolina, which has been kept by me as a House of

ENTERTAINMENT.

For the last fifteen years; and well known as one of the best Stands for that purpose, in the Western part of North-Carolina. It is conveniently situated, on the main Street, between the Court-House and the State Bank—the lot has a front on Corbin Street, of 100 feet, and runs back to the street in the rear. The House is large, containing 20 Rooms—a large Dining Room, a Parlor, a common Hall, or Reading Room, and a Bar-room. The Stables are sufficient for 60 Horses, with Granaries, Carriage-House, &c. Over and above the other buildings, which conduce to the comfort and convenience of such an Establishment, is a Brick Kitchen, Wash-house, Oven, Ice-house, and two Wells; one of one, the water is conveyed by pipes under the ground to the Stable. The Entry, Kitchen, and Wash-house are well arranged under the same roof with the main building, which renders it very convenient to the Landlord.

With the above Property, I would sell 2 or 3 unimproved LOTS, convenient to the premises. All of which, will be disposed of on accommodating terms, with or without the Furniture. At present, there are three Stages that stop at this Establishment:—A line three times a week, to and from Raleigh direct, through Raleigh—the Piedmont line, North and South, 3 times a week, and a line from this place to Statesville, Wilkesborough, &c. twice a week.

W. H. SLAUGHTER, Jr.
Salisbury, N. C. Sept. 13, 46 6t

BOOKS! BOOKS!

JUST RECEIVED, and for sale at the Session House of the Presbyterian Church, a variety of New Publications; among which are the following:

Many of Bureudy Zarah, the Hostage, by the author of Hajji Baba. Recollections of a Chaplain Three years in America, by James Stuart England and the English, in 2 vols. by E. L. Bulwer, Esq. Wild Sports of the West, in 2 vols. The Abbeys, a romance, by Mrs. Trollope Miserimus, in 1 vol. This emphatic inscription is found on a grave stone in Worcester Cathedral, with neither name nor date, prominent nor text.

Field's Observations on the United States Geography and Key to History and Statistics Chapman's Sermons on Moral Reformations Ellis's Polynesian Researches Smith's Key to the Revelation, with many other new and valuable Works. Also Class-books of Women, by Mrs. Jameson.

The Subscribers also take this opportunity of informing their friends and the public generally that they are now receiving and opening a very large assortment of BOOKS & STATIONERY, consisting of a great variety of School Books, every description; and Mr. Turner, who is now at the North, will continue to purchase and send on until the 1st of November, when they flatter themselves that they will be able to exhibit one of the latest and most splendid assortments of Books and Stationery ever offered for sale in this country.

TURNER & HUGHES.
Raleigh, Sept. 19, 1853. 46

Holderby & McPheeters,
Are now receiving their Fall Supply of
GROCERIES,

WHICH is very extensive—embracing a large assortment of Goods in their line; and which they offer for sale on the most accommodating terms. MERCHANTS and FARMERS trading at Petersburg, are requested to call and examine for themselves. All orders executed with special care and attention.

Having undertaken the COMMISSION BUSINESS in its various branches, they assure their friends in North-Carolina, and the public generally, that their advantages for giving satisfaction are equal to any other House in the place; and no exertions on their part shall be wanting, which may add to the interest of all that may favor them with their patronage.

Petersburg, September 2, 1853. 43-4w.

NOTICE TO SHERIFFS.

The Sheriffs of those Counties where a vote was taken at the August Elections, for and against a change of the Constitution, will please make returns of the votes to the Excellency the Governor, at Raleigh, and in order to provide against the contingency of a miscarriage in the Mail, they will oblige me by sending the same to me also, at Salisbury, N. C.

On behalf of the Meeting held at Raleigh, Sept. 2, 1853.

N. B. The Editors of papers in this State who are favorable to the cause of its reform, will promote it by two or three insertions of this notice.

NEW ESTABLISHMENT.

The Subscriber takes this method of announcing to the Public, that he has recently received from the North, an extensive and well assorted Stock of SADDLERY; and having purchased the entire Stock and interest of Wm. P. Clark, Esq. who has conducted the business in this City for the last twenty years, his assortment is complete.

He has on hand, and will continue to keep, every variety of READY MADE ARTICLES, comprising in part, Gentlemen's and Ladies' quilts, shofel and plain Saddles; Billes, Martingales and Whips; of various kinds; plated, brass and japanned Carriage and Sulky Harness; Sages and Wagon ditto; iron and wood framed Trunks, &c. &c. All of which will be sold low for cash, or on a short credit to punctual customers.

Country Dealers would find it to their advantage to give him a call, as he has a large supply of HARDWARE, which will be sold on accommodating terms.

Work and Repairs, in all the branches of his Business, will be promptly and faithfully executed, of the very best materials.

NELSON PHILLIPS.
Raleigh, Sept. 12, 1853. 45 8w

N. B. A Boy of good character from 15 to 16 years of age, will be taken as an apprentice, if application be made immediately.



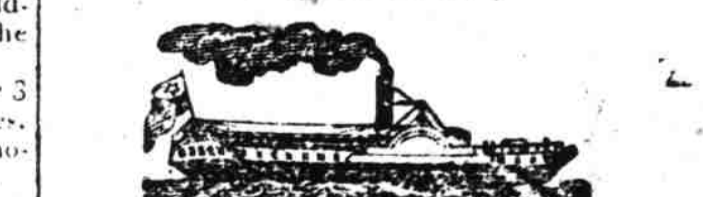
COACH-MAKING.

The Subscriber having sold out his Saddlery Establishment, will, in future, give his whole attention to his COACH-MAKING BUSINESS.

He has on hand, at present, a general assortment of all kinds of Work of his own Manufacture in that line; also on Consignment, a general assortment from New-Ark, consisting in part, of Coaches, Barouches, Sulkeys and elegant Wagons. Having in his employ several first rate workmen, he will always be prepared to make and repair Work at the shortest notice. All orders will be thankfully received and punctually attended to.

WM. F. CLARK.
Raleigh, Sept. 12, 1853. 45 8w

THE ELEGANT AND CAPACIOUS STEAM BOAT.



JOHN STONEY,
CAPTAIN GREEN.

HAS commenced her regular trips between NEWBURN and ELIZABETH CITY, and will be governed in her operations by the following Schedule:

FIRST TRIP.
Leave Newburn on Monday at 5 P. M. Arrive at Elizabeth on Tuesday in time for the Norfolk Stages.
Return. Leave Elizabeth at 8 P. M. on Tuesday, after the Norfolk Stages arrive, and reach Newburn at 6 P. M. on Wednesday, in time for the departure of the Southern, Western and Northern Stages.

SECOND TRIP.
Leave Newburn on Friday at 5 P. M. Arrive at Elizabeth on Saturday in time for arrival of the Norfolk Stages.
Return. Leave Elizabeth at 10 P. M. on Saturday, after the Norfolk Stages arrive, and reach Newburn at 6 P. M. on Sunday. Passengers will remain in Newburn till Monday afternoon, the time of departure of the Southern, Western and Northern Stages.

Travelers who adopt the Atlantic Route, via Georgetown and Wilmington, through Newbern to Norfolk, are informed that by the present Steam Boat Route, there will be a saving of one hundred and twenty miles land carriage, with a considerable reduction in the price of fare, and a great addition in point of comfort and convenience. Those who travel the Route via Fayetteville and Weynesborough to Newbern, are informed that that line is interested to this place, and they would find it much to their interest and comfort to adopt this Route.

J. M. GRANADE & CO. Agents.
Newbern, Sept. 16, 1853. 45-1

BLANKS OF ALL KINDS

For Sale at this Office.