

RALEIGH REGISTER.

AND NORTH-CAROLINA GAZETTE.

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

VOLUME XXXV.

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The Register

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ADVERTISEMENTS.

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ADDRESS.

Of the Committee of Correspondence of the County of New Hanover, to the Citizens North Carolina.

FELLOW-CITIZENS—

It is well known to you, that among other important proceedings of the Convention which met at Raleigh, in November last, to deliberate on the subject of Internal Improvement, a resolution was passed, authorising the President to appoint a Committee of ten members, "to disseminate information on the subject of Internal Improvement, and to publish an Address." This Address has been anxiously looked for, and after a delay which afforded the members ample time for examination and reflection, it has at length appeared under the sanction of some of the most enlightened and distinguished men of the State. The information which the Committee has disseminated in this Address is so very extraordinary, and the conclusion to which it has come, so ruinous in our estimation to the interests of North Carolina, that we deem it our duty to expose its errors, and to call your attention calmly and impartially to its leading features, that you may pause, before you give your assent to the fatal policy it advocates. The sum and substance of the Address is this.—North Carolina is in a most deplorable condition, destitute alike of natural advantages and the resources of art, without Seaport Towns, or Harbors, without Shipping, "with a total absence of Commerce, of Manufactures, and under a defective system of Agriculture." Norfolk, in Virginia, "is undoubtedly one of the finest harbors on the continent, if not under all circumstances the very best." Therefore, as the time has arrived, when excited by the example of successful experiment and urged by the imperious nature of our necessities, North Carolina must arise and perform her part of the great system of Internal Improvement, going on all around us; a Railway should be extended to Fayetteville, or to our Southern boundary (some point on the South-Carolina line) from the head of the Petersburg railway, to be also connected with the Norfolk railway. After which, provided this experiment succeeds, a general plan of Internal Improvement should be adopted, equal to the wants of the whole State, so as to allay local jealousies.

That this Committee, consisting of enlightened and distinguished men, professing to impart correct information to the citizens of the State, with the means of obtaining the most precise knowledge of facts within their reach, and abundant time for the research, should have so misrepresented the case, and calumniated the State, is more incomprehensible to us, than that they should sacrifice State pride on the altar of self-interest, and become willing to make North-Carolina forever tributary to Virginia.

The Committee represent North-Carolina.

1. As being destitute of Seaport Towns or Harbors.

2. "As possessing no mercantile marine beyond a few miserable coasters and a few keel and steam boats of inconsiderable burden and value for our inland trade, and some of these as owned in a neighboring State."

3. "With a total absence of Commerce."

Now let us advert to facts, fellow-citizens, and see how they will on examination sustain these three positions. And first we affirm that Wilmington is a Seaport Town, and that it possesses a safe and commodious harbor, protected by a most formidable Fort. On the average of spring tides, with easterly winds which prevail during the winter, vessels drawing 12 feet come to, and sail from the wharves without touching; in some instances, as during the past winter, 13 feet 8 inches have been carried to the wharves. When the tides are low, and westerly winds prevail, the average draught of water may be stated at 10 feet. With the highest spring tides and the wind favorable, vessels drawing 15 or even 16 feet can pass safely over the main bar. On average tides, 14 feet can be carried over. This is better water than can be found in Mobile bay or on Mobile bay, where there is as much trade carried on, as there is at Norfolk, and Mobile is well known to be a Seaport of great and increasing importance. The main bar of the Mississippi river has very little if any

more water than is found on the main bar of the Cape-Fear during the period of the highest tides. It is evident that Wilmington is one Seaport in the State with a safe harbor, superior in advantages to Mobile, very little inferior to Orleans, and wanting only a communication with the interior of the State, to place her in the first rank among the seaports of the south. But the advantages of Beaufort as a Seaport are even superior to those of Wilmington. We have not it is true, the advantage of personal knowledge of facts in the case of Wilmington, but we have sufficient testimony to authorize us to state, that Beaufort may be rendered equal to any Seaport in the Southern States. The average depth on the bar is said to be 20 feet, and the best water 22 feet; 14 or 15 feet can be carried to the mouth of Newport river, where the harbor is perfectly safe; and 10 or 12 feet may be carried to North Point. It is probable that secure anchorage may be obtained where there is a greater depth of water than at either of the places already mentioned, by the construction of a pier or breakwater. With respect to inland navigation, no place is more favorably situated than Beaufort, the Sound into which the Neuse, Roanoke, Tar, Chowan and Pasquotank rivers flow, being navigable for coasters and steam boats throughout. The only objection to either place is the want of communication with the back country, a point conceded by the Committee when speaking of Norfolk, and this communication may be opened by the action of the State Legislature as easily with either or both ports, as with Petersburg or Norfolk.

2. The Committee assert that we have no mercantile marine beyond a few miserable coasters, &c. In reply, we can only repeat what has been stated over and over again, that upwards of 5000 tons of shipping, permanently registered tonnage, are owned in Wilmington, carrying from 100 to 350 tons, consisting of a fine new ship built on the spot, and brig and schooners mostly of the first class. Nearly the whole of these are engaged in foreign trade, with the West Indies, Liverpool, ports in the Mediterranean, and elsewhere. In the abstract of the Tonnage of the United States for the year 1831, furnished to Congress by the Treasury Department, we find that the permanent and temporary registered and licensed tonnage of Norfolk was 11,894 38 100 tons, and that the same tonnage of Wilmington was 9,179 66-100 tons; showing a difference of only 2,714 72-100 tons, and that the permanent registered tonnage of Wilmington exceeds that of Norfolk by 60 tons. So much for the correctness of the extraordinary remark that we have no mercantile marine in North-Carolina beyond a few miserable coasters!!

3. We are informed by the Committee that there is in this State "a total absence of Commerce." Such an assertion scarcely needs a refutation, but as it is our purpose to establish every assertion that we make by an appeal to facts, we again call your attention to an Address published in the 51st number of the People's Press, last August. It is there stated, and we pledge ourselves for the correctness of the statements, that the exports from the port of Wilmington for one year, say 1832, were

of Lumber	18 million feet,
Timber	17 million feet,
Staves	3 millions,
Shingles	50 millions,
Naval Stores	100 thousand barrels,
Cotton	20 do. bales,
Rice	10 do. Gerces,

Besides Rough Rice, Tobacco, Flax Seed, Flour, Beeswax, Tallow, Cow Peas, Beans, Peanuts, Tanned Leather, Cedar Bolls, Varnish, Pitch, Rosin, &c. and all these are minimum calculations. To this we add the following extracts from the books of the Custom House.

American Tonnage entered from Foreign Countries.

4th quarter of 1832	4281 tons.
1st " of 1833	6036 "

Foreign Tonnage entered.

4th quarter of 1832	1834 tons.
1st " of 1833	2810 "

Total Tonnage for Foreign Countries entered 14492 Tons.

American Tonnage cleared for Foreign Countries.

4th quarter of 1832	6306 tons.
1st " of 1833	11768 "

Foreign Tonnage cleared.

4th quarter of 1832	704 tons.
1st " of 1833	3188 "

Total 21966 Tons cleared for Foreign Countries. Besides the coasting trade, exceeding for the same two quarters, 50,000 Tons, making the whole tonnage, Foreign, American, and coasting, in and out 86,448 tons in six months. Will the committee again venture the assertion that in our State, there is a total absence of commerce? But further, let us compare the trade of Wilmington with the trade of Norfolk, the port so highly extolled by the committee, and for which all our own ports are to be sacrificed. In 1829 the foreign trade of Norfolk carried on in American and Foreign vessels in and out, was according to the records of the Treasury Department 30,570 tons. The same trade of Wilmington that year carried on in the same was amounted to 45,862 tons, exceeding that of Norfolk by

upwards of 15000 tons. In 1832, the amount of the same trade in Norfolk was 54010 tons, and in Wilmington 31895 tons, shewing an increase of the foreign trade of Norfolk, occasioned no doubt by the influence of the Rail road, and a decrease of the foreign trade of Wilmington, owing to an increase of the coasting trade, yet still exceeding the foreign trade of Norfolk in 1829.

After this exposition of facts, how can we account for the reckless assertions of the Committee? Can they be ignorant on the subject? And if they accept this alternative, which for charity's sake we will grant, how can they justify themselves under the plea of ignorance, professing as they profess, to enlighten the public, and enjoying ready access to every source of information. Truly, in spite of all their talents, and all their eloquence, and all their sophistry, on one horn of the dilemma they must remain suspended to the public view. Can they be ignorant of the address to the citizens of Wake, Johnson, Wayne, Sampson, Duplin, New Hanover and Brunswick, published in the People's Press, on the 7th of August last, by the Committee of Correspondence of the town of Wilmington, and which was copied into other papers in the State? Did they never see the report of the Committee consisting of L. D. Henry and others, of Fayetteville, published in the Observer last September, of which the following is the conclusion? "Again, as a harbor, Wilmington possesses some eminent advantages. Vessels of 300 tons may load at her wharves and proceed to New York or Liverpool; her port affords the best assorted cargo for the West Indies and Europe of any of our Southern Ports; every denomination of bread stuff, including rice; every denomination of Naval Stores of the best quality; and every denomination of lumber of the very best quality; in fact there are but few articles of commerce that cannot there be had. This port has always and will forever present peculiar advantages to the American coasting vessels, because it is a fresh water harbor, where the bottoms of vessels are exempt from the wonderful destruction occasioned by the salt water worm. This advantage is incalculable for the greater amount of tonnage that enters a port, the greater competition for freights, and the less the price for transporting our produce abroad; besides the specie put in circulation for repairs, outfits, &c. and the employment to our ship mechanics. To this we would add the remark, that Wilmington is the best market for West India produce, because the northern vessels which come out in the fall, after making one voyage to the West Indies, must return to the north without making the second voyage unless the cargoes can be sold in Wilmington, and this course which is usually preferred, causes coffee and sugar to be sold at the lowest rates.

Fellow-citizens, can you come to any other conclusion, than that all this grievous misrepresentation and daring assertion, are designed to prepare your minds for viewing with complacency, the plan of a Railway from the South-Carolina line, directly across the State to Petersburg and Norfolk? The Committee did not so lightly esteem your patriotism, as to suppose you would consent to go to Virginia, if you believed that you could enjoy as good trade in your native State. They well knew that you would not, unless impelled by stern necessity and insuperable obstacles, consent to make North-Carolina tributary to Virginia, and place her with all her resources, at the feet of her haughty rival. You surely cannot be misled by what follows in the address of the Committee. "If the first attempt be successful, the general plan may be gradually executed in the same cautious method, by successively completing such portions of the general plan, or of the particular works, as promise to be most profitable." Do you not perceive that a road from the South-Carolina line across the State to Virginia, will be at once the grand receptacle of the trade of the interior, like the large venous trunks which collect the blood from all parts of the body, and convey it to the heart? Every river, except the Catawba, every Canal, every Road from the interior will reach it, and contribute to swell the current; and from the head of tide water, too, on the other side, every thing will be swept away; and to cap the climax, the measure is so planned, that what will not go to Virginia in the east, will become the spoil of South Carolina in the west. And is there the most remote probability, that after the lapse of the time necessary to accomplish and to test this work, whereby the course of trade thus concentrated will become firmly settled, and with the increase of influence that Virginia must gain, it will be possible to divert this mighty current in any direction for the benefit of North-Carolina? The Committee themselves cannot think so; and they merely hold out this plan in prospective, to allay whatever anxiety and misgivings may yet linger in your hearts, for the honor and welfare of North-Carolina.—But it may be asked, if the citizens can have a profitable trade and a good road to Virginia, and their welfare be thus se-

cured, how can North-Carolina be injured, and why not trade to Petersburg and Norfolk, as well as to Beaufort or Wilmington? Because, in the first place, Virginia would derive all the revenue from our trade, which should go into the Treasury of our own State. The merchants' tax, in Wilmington alone, is about \$1000 per annum, and with a rail-road from the interior, might be increased to ten times that amount. Add to this, the amount of the same tax in other parts of the State, and it is apparent that with railroads from the interior to our Seaport this tax would become a source of very considerable revenue. Truly, wherever a great market is established, there will be abundant capital; and where there is energy, and activity, and improvement in every thing; in the arts and sciences, and in literature; there will be public libraries, and lyceums, and colleges; and asylums for the poor and afflicted; there will be employment for mechanics and for laborers; and real estate will be advanced in value, and professions and supplies of every kind will be more abundant and cheaper; in short, every thing that can add to the prosperity and the dignity of a free and enlightened people. Now, is it not better that our citizens should enjoy all these benefits, than that they should be deprived of them for the advantage of the citizens of another State? Truly, it will alienate the feelings of the citizens from their own State. Where a man trades, there is his interest; & where his interest lies, there is his heart. Have we not sufficient evidence of this? Is not this the very circumstance that has ever retarded the course not only of internal, but of general improvement in this State? Too many of our citizens already trade to South-Carolina and Virginia, and the consequence is, that they send representatives to the Assembly who feel no interest in the affairs of the State, and who vote against every measure that is proposed for the improvement and welfare of North-Carolina. Besides this deep alienation of so many citizens from the interests of the State, there are local jealousies and diversities of interest, and conflicting claims, and disunion, and disgraceful apathy and inaction; and industry is crushed, and enterprise is paralyzed, and energy is subdued, and there is a constant draining of the population and resources of the State by emigration; in short, that lamentable condition of things, of which all are now aware, and which the Committee profess so sincerely to lament.

Will this alienation of feeling be denied, and will it be said that other chuses have conspired to produce that policy in our State Legislature, of which we deeply feel, and lament the consequences.—If so, we can appeal to the transactions of the last Legislature, and adduce the most positive proof. When it was proposed to re-charter the Cape-Fear Bank, and when the distress of the citizens was forcibly portrayed, and it was demonstrated that other ruin would ensue if all the Banks were closed at one time, and all the circulating medium withdrawn, and as strong a case of necessity was made out as ever was submitted to a Legislative body, was there any thing like sympathy evinced by those who trade to Virginia? On the contrary, was it not opposed by those members, and did not one insultingly ask, what do the citizens of North-Carolina want with Banks, and unfeelingly remarked to the House, that in his country there was no distress; they had plenty of money, they had brisk profitable trade, good roads, good markets, and Virginia bank notes in abundance.—Such expressions and such sentiments need no comment; they are death to the body politic, and ruin to the prosperity of any community. But 4thly, and above all, we would not trade to Virginia when we can trade, with equal profit, within the limits of our own State, because it would be derogatory to the honor and dignity of the State, and the man who has not innate principle to feel this, is not a fit subject for argument. We trust that we have now fully succeeded in proving what the Committee have thought proper to deny.

1. That there are in the State of North-Carolina, Seaport Towns and safe Harbors adequate to all the exigencies of commerce, and one at least equal for commercial purposes to any on the Southern Coast.

2. That the Tonnage of one of these ports will bear a comparison even under all its present disadvantages, with the tonnage of Norfolk.

3. That the Commerce of the State is highly respectable, and might be made equal to that of our boasting neighbors, and

4. That it is not in the interest of the people of this State to trade to South Carolina or Virginia, and that the policy recommended by the Committee, of first constructing a Rail road across the State from Virginia to South Carolina, is injurious to the honor and real welfare of the State, and proclaims utter and irretrievable ruin to the whole Seaport.

or of any other Town, or any section of N. Carolina. We plead for the whole and undivided State, and the general welfare, in the broadest signification of the term.—We are in favor of any work that will convey the produce from any point within the limits of the State to any point on our own Seaport. But if there is any general plan to be adopted by the Legislature, and to be preferred before others, we would advocate the construction of a Rail road from the port of Beaufort through Newbern to the City of Raleigh, thence to Fayetteville and Hillsborough, or in any other direction that may be more favorable, so as to reach the remote West. Let such a work be executed, and North Carolina will be safe. Of its success, if ever accomplished, we cannot entertain the smallest doubt. That the resources of the State are adequate, we are fully assured. And after the completion of this work, we will cordially unite with the Committee in recommending the completion of the general plan, including even the transverse road, from South Carolina to Virginia, and "all such particular works as promise to be profitable." We ask you to give this subject the careful and impartial examination which its importance demands, and should you ultimately decide for that policy which we so truly deprecate, we shall retire from the contest with the proud consolation that we have been faithful to our State, and have discharged our duty to the best of our feeble ability.

W. B. MEARES,
ALEX. McRAE,
JOSEPH A. HILL,
Wm. P. HORT,
ROBT. H. COWAN,
P. K. DICKINSON,
JAS. S. GREEN,
EDW. D. B. DUDLEY,
NICHOLAS N. NIXON,
Committee of Correspondence for the County of New Hanover.

NOTE.—We do not wish to make any assertion without the proof, unless when what we assume is mere matter of opinion. We have neglected to do so in one instance. We have charged the Committee with having stated that North Carolina is destitute of natural advantages.

1. By their remarks on the sterility of the soil.
2. That both soil and climate are less favorable to the production of cotton, (which is represented to be the principal staple of the State) than in the States situated to the South West of us.
3. That there is a want of natural communications between the interior and the Seaport, causing an expense of transportation, which the articles produced in the interior will not bear.
4. That we have neither Seaports nor Harbors; see pages 30 and 31.

The celebrated Indian Warrior, Red Jacket, took part with the Americans in the war of 1812, and becoming attached to a Colonel, who was ordered on a distant service, he took his farewell of him in the following Speech:—
"Brother, I hear you are going to a place called Governor's Island. I hope you will be a Governor yourself. I understand you white people think children a great blessing. I hope you may have a thousand. And above all, I hope, wherever you go, you may never find Whiskey more than 7d a quart."

A Giant.—If a statement which we find in one of our Mexican papers is to be relied on, the country of the Incas has given birth to a human prodigy, worthy to stand by the side of Goliath. He is an Indian, about 18 years of age—height 8 feet 3 inches. His body is well formed and robust; but his face and head hideous, having a small narrow forehead, a misshapen cranium, and but little hair; nose slender above, but large and dilated near the nostrils; large mouth; lips thick and curved; teeth small; small chin and no beard. Stature 21 points; length of hand 18 inches; do. of great finger, 10 inches. Lastly, he is erect, of a melancholy disposition, and his flesh exhibits a general laxness, like that of children.

New York Journal of Commerce.
Albany, May 22

Large robbery and fortunate recovery.—On Tuesday evening, Mr. Augustus L. Stebbings, of Beaufort, was robbed of his trunk about a mile west of this city. Besides his clothing the trunk contained about one hundred thousand dollars, in bank notes belonging to Banks in this city, and banks and Brokers in New-York, and which had been entrusted to Mr. Stebbings, for safe delivery. This was to be sure, a prodigious haul, but the captor was not lucky enough to get clear off; Mr. Stebbings was too active for him, and succeeded in recovering his trunk and its contents. Yesterday morning, Constable Pemberton conducted the alleged culprit, who gave his name Charles Cook, before Mr. Justice Cole, and after examination he was fully committed for trial.—Daily Adv.

A few days since the wife of Mr. C. B. Wetherbee of Belmont, Maine, stepped out of the house to go to one of her neighbors for a moment, leaving a child, sitting in the door about two years old. She was attracted by the screams of her child, and hastened back, when she found an old sow had dragged the child from the door and was eating its head. The child was entirely devoured and the head dreadfully chewed up.—Bath Gaz.

VALUABLE PROPERTY IN RALEIGH AND ITS VICINITY.

FOR SALE, Two very valuable and convenient Dwelling Houses, with all necessary out-buildings, on Wilmington Street; Seventy Feet of vacant Building Ground on Fayetteville Street, running back two hundred and ten feet; Two Four Acre Lots with Buildings on them— which will be disposed of to suit purchasers in Lots of convenient size, from half an acre to an acre to each Building; a Lot adjoining Chaney Harris', of one acre; Twenty-five Acres of Wood Land, five miles from Raleigh; and Fifty Acres of Land (the wood all cut). Those wishing to purchase, will call at the Store of JOHN PRIMROSE, Agent for Mrs. Prichard Shaw, June 10 1834. 51 6m

Notice to Contractors.

BY virtue of an order of Gatham County Court, the Subscribers will contract, on the fourth day of July next, at Haywood, for the BUILDING A BRIDGE across Haw River, at a bid place. The Plans will be at Stone.— Proposals will be received by the Commissioners until that day. The plan of said Bridge can be seen by application to G. J. Williams.
A. C. KEEN,
PARISH, GROSS,
T. J. WILLIAMS,
JNO. HARALSON,
WILLIAM GRUMP,
Haywood, 20th May, 1834. 29 td

New and Fashionable Goods

BENJAMIN S. KING
IS NOW receiving his SPRING & SUMMER supplies of all kinds of GOODS suitable for the Season; and as he is compelled to pay high rent, he wishes to turn his goods into Cash as quick as possible. He will therefore sell every article at a small advance on cost, and he invites his customers and the public generally, to call and examine for themselves. In addition to the above, he is receiving an extensive assortment of GROCERIES, HARDWARE & CUTLERY, CARPENTER'S TOOLS, HATS & SHOES, all of which will be sold on the most reasonable terms. Grateful for past favors, he respectfully asks of his friends and the public, a continuance of their patronage. He does not boast of superior advantages over others, but leaves those who may favor him with a call to judge for themselves.
Raleigh, May 30, 1834. 59

LOOK AT THIS!

THE SUBSCRIBERS having purchased the right of making, vending and using the REVOLVING STEAM WASHER, in the counties of Wake, Granville and Franklin, offer for sale this most invaluable article, by the use of which, a boy 12 years old, can readily and easily do the washing of a common size family in four hours, with a little assistance from a person to wring and hang out the Clothes. Many Machines have been invented to save the labor and prevent the disagreeable consequences attendant on so much dabbling in water, as is necessary in washing Clothes by hand. The Subscribers do confidently believe that none has ever been presented to the public, that promises to be more useful and beneficial than that now offered.

Not only is the labor and trouble of washing one or two days in every week saved, but the health of Females is admirably protected by this Machine, for it is a fact well known to every intelligent Physician, that the Washing Tub has brought many, very many women to untimely graves. With equal ease and despatch, may be washed Blankets, Coverlets, Counterpanes, Braided Cloths, Coats, Gowns, and in fact, every article of family use, without the smallest injury to the Clothes. Printed instructions will be sent with each Machine, as to the manner of using it. All persons wishing, as to the manner of using it, apply to the subscribers, who will promptly attend to all orders.

The price of the above article is TEN DOLLARS each, when delivered at the Subscriber's, and TWELVE DOLLARS in every case, 5 sent to the purchaser.

The Subscribers hereby forewarn all persons not to intrude on their right, either in making, vending or using in any way, the above named Washer, in the aforesaid counties of this State.

JESE POWELL,
WM W. MARCUM,
Wake County, May 30, 1834.

BANK OF THE STATE OF NORTH-CAROLINA.

BOOKS for receiving Subscriptions for Two thousand three hundred and seventy-four Shares of the Capital of this Bank, will be opened on the 15th of June next, at Raleigh, Fayetteville, Wilmington, Newbern, Edenton, Halifax, Tarboro, Milton, Leaksville, Salisbury, Charlotte and Morganton; and will be kept open to the 15th of July inclusive: at Raleigh under the superintendence and direction of the President and Directors of the Bank, and at the other places herein mentioned under the superintendence and direction of the Commissioners heretofore appointed thereat respectively.

The Commissioners will transmit to the President & Directors each Subscription when made, and on its receipt shall be entered on the Book opened at Raleigh, and no subscription will be considered good and valid until the same be entered on the Books of the Bank at Raleigh.

As soon as the Subscription shall be filled, the Books will be closed, and public notice given thereof.

On all Shares hereafter subscribed, interest on the first instalment at the rate of six per cent. per annum, from the 22nd May instant, to the day of payment, will be required.

Payment of the first instalment on Shares heretofore subscribed, with interest, from the 22nd May instant, all paid, must be made on or before the 15th July next, on default thereof, the subscription for said Shares will be stricken off, and the same Shares may be taken by others. Payment of the second instalment on all Shares subscribed for, and not already paid, must be made on or before the 30th day of August next, when the same will be due.

Payment will be received in specie, or the notes and checks of the several Banks received by the Commissioners as equivalent to specie, until otherwise ordered.

By order of the President and Directors,
CHAS. DEWEY, C. D.
Raleigh, May 29th, 1834.