

NOTICE.

WAS taken up and entered on the Stray Book of Wake County on the 5th inst., a RAY MARE supposed to be sixteen years of age, with a scar on the right thigh, by James P. Bell, residing five or six miles West of Raleigh.

ALEXANDER CAMPBELL, Ranger. November 7, 1838.



THE REGISTER.

RALEIGH, N. C.

MONDAY, NOVEMBER 12, 1838.

FEDERAL COURT.

The United States Court, for the District of North-Carolina, meets in this City to-day, Mr. Justice BARRETT and Judge PORTER will preside.

RALEIGH AND GASTON ROAD.

We understand that another section of this Road, eight miles in length, will be opened this week—the termination being at Union Chapel, within four miles of Tar River, and about thirty-five from Raleigh. So soon as the Bridge across Tar River is completed, which will be effected this winter, the residue of the Road will be speedily finished.

RALEIGH AND COLUMBIA ROAD.

The Subscribers to the Stock of this Road assembled at the Office of the Raleigh and Gaston Company, on Monday last, for the purpose of organization. Col. Wm. Roberts, of Granville, was called to the Chair, and Weston R. Gales appointed Secretary.

Judge Cameron, on behalf of the Commissioners appointed to open Books of Subscription at Raleigh, made a written Report, stating that three hundred thousand dollars had been subscribed in the Stock of said Company, which being the amount required by Act of Assembly, to secure the Charter, and a majority of said Stock being here represented, the meeting, on motion of E. B. FREEMAN, Esq., proceeded to elect, by ballot, a President and five Directors to manage the concerns of the Company. The following gentlemen were found to have, each, a majority of the whole number of votes cast, and were declared duly elected, viz: George W. Mordecai, President; Eleazar Cameron, William Boylan, J. W. Hawkins, Charles Manly and Thomas P. Devereux, Directors.

The Company then adjourned, to meet again in this City on the first Monday in June, 1839.

We invite the attention of the public to an able Communication which appears in this paper, on the subject of the Raleigh and Columbia Road, intended as a reply to certain Essays in the "Standard" over the signature of MENTOR.

RAIL ROAD BANK.

The Osceola, from London, arrived at Charleston, brought out half a million of dollars in Gold and Silver, for the South-Western Rail Road Bank, which is to go into immediate operation. The Stockholders are to meet in Charleston, in person or by proxy, on the 20th inst. to elect Directors—the Notes are already engraved, and a temporary Banking House procured.

INTERNAL IMPROVEMENT CONVENTION.

Many of the Counties of the State have begun to move in this business, and are selecting their strong est men. CHATEAU sends the following delegation: Hon. Wm. Gaston, Hon. J. R. Donnell, Colonel Samuel S. Biddle, Samuel Hyman, Wm. B. Wadsworth, Robert G. Moore, T. P. Burgwyn. New HANOVER sends Wm. B. Meares, John Hill, A. Anderson, A. Lazarus, James Kerr, P. K. Dickinson, N. N. Nixon, L. H. Marshall, Maj. Walter Gwyn, Jerh. Lippitt, Wm. C. Lord, Joshua James, E. P. Hall, John A. Taylor, R. W. Brown and J. C. Devane. BRUNSWICK sends F. J. Hill, Saml. Frink, B. R. Locke, W. R. Hall, H. Watters, A. Bryant, Samuel Potter. Is it not time to be thinking about who shall be sent from Wake?

PENNSYLVANIA.

We remarked, in a recent paragraph, that the result of the Pennsylvania Election was such as to give assurance of her being found enrolled, in 1840, on the side of the Whig Candidate for the Presidency. We are more and more confirmed in this opinion, by the developments which are taking place. The last "National Gazette" contains a Table, prepared from the complete official returns of the late Elections in this State, which furnishes the following general results: The Whigs polled 124,520 votes—the opposite party, 129,315 votes—giving a majority to the latter of 4,795 votes. In 1836, the Whigs cast for their Congressional ticket 84,580 votes, and the Van Buren party 100,060; thus is exhibited an augmentation in the Whig vote since that period of 39,940, and a Van Buren increase of 29,155 votes; or an actual gain to the Whigs of 10,785 votes, in the short space of two years. When it is observed that the Whigs of Pennsylvania who polled in 1832 but sixty-six thousand votes, now present such a strong political front, there is every reason for assurance in the ultimate prosperity and triumph of the Constitutional cause in that State.

OHIO ELECTION—THE RESULT.

Full returns have been received from this State, and they show that Stanton's majority for Governor over Vance is 4807—being nearly 1500 less than the majority claimed by the Globe for the Loco Foco candidate.

The State Legislature stands as follows: Senate.—Van Buren 19. Whigs 17. House. do. 38, do. 34 Making an Administration majority of six on joint ballot.

We have already stated that in the Delegation to the next Congress, there will be 11 Van Buren men and 9 Whigs.

RAIL ROAD DIVIDEND.

The President and Directors of the Richmond, Fredericksburg and Potomac Rail-road Company, out of the net profits for the last six months, have declared a Dividend of three and a half per cent.—We are pleased to learn, (says the Richmond Compiler) that the income for this period has been about 50 per cent more than it was for the same period last year. A year ago, the dividend was only four per cent for the preceding twelve months. Now it is three and a half for six months.

NEW JERSEY ELECTION.

We announced in a Postscript to our last, that the Whig Members of Congress had received certificates of Election, and would take their seats; and, it is now stated, that their right to a seat will be contested. We should suppose, however, that the developments which have been made before the Executive Council, of the outrageous and infamous Election frauds committed by the Administration party, would deter the unsuccessful candidates from any further attempt to agitate the matter.

We have not room for all the publications which have been made of affidavits &c. touching the Election, but will mention one which is a fair sample of others.—Ex uno disce omnes.

Thirty-two voters, in Saddle River Township, Bergen County, made affidavit, in due legal form, that they had voted the Whig Ticket, and that only twenty-four of them were taken out of the ballot box. These affidavits are now published, and prove incontrovertibly, that the ballot box was rifled of some of those votes, and Administration tickets put in their place. If this system of fraud in our elections is to be adopted as the means of securing the election of particular candidates for office, the inestimable right of suffrage will become a mere mockery, and the choice of our rulers might as well at once be given to the hirelings and pensioners of the Federal Government.

REWARDS AND PUNISHMENTS.

The "Washington Chronicle," Mr. CALHOUN's organ at Washington, is another instance of the truth of the old saw, that "one renegade is worse than ten Turks." Its Editor is in favor of turning every body out of office who does not think with the powers that be, and appointing none to office but full-blooded Administration men. This is the old Jackson doctrine of "rewards and punishments." This doctrine may answer for the cold latitude of New York, but we tell the "Chronicle" it will be found too chilling for any Southern meridian. Once let it be settled, that the President has the Constitutional power, and that public sentiment sanctions the exercise of it, to hurl from office every incumbent who votes against the Government candidate, and we not only make slaves of one-fourth of our voters, but we shall have arrayed, under the control of one man's will, a mighty host to war against the bulwarks of public liberty. No such power is conferred by the Constitution, and the President who exercises it, be he Whig or otherwise, can derive it only from the same source that the highway robber derives the prerogative of demand of the traveller his purse, under the penalty of death—namely, physical power or brute force.

COCKER'S ARITHMETIC.

In summing up and comparing the political complexion of the Members recently elected to Congress, the last "Standard" makes out a gain for the Administration; but in order to do so, the Editor gives to the Government party five Members of Congress, and the Whigs only one, in New Jersey, although, it is now officially stated that the Whigs have the Certificate, and the whole six will take their seats. He omits, also, to give the Whigs a Member from Illinois, and claims Mr. May (a Conservative) as an Administration man: with what justice, let the proceedings of the Illinois dinner, which appear in this paper, determine. He withholds, also, a Whig-Member in Pennsylvania, (Mr. Naylor,) of whose election the Governor has given official notice. And to cap the climax, the Administration is said to have gained seven members in South Carolina by the late Election, when the fact is that the S.C. delegation is composed of the identical members who represent that State in the present Congress, with only two exceptions! As the Editor boasted not long since, that "he never promulgates what he believes to be untrue, nor fails to correct an error," he will, of course, rectify these inaccuracies, when his own reckoning will show a Whig gain.

THE SOUTH-CAROLINIAN.

This is the title of a new paper just started at Columbia, S. C. the Editor of which, when he gets a little more experience, will not go off so frequently at half-cock. If he had looked closely at the article from the Register, upon which he comments, he would have found that it did not appear under the Editorial head, but was a selection. Indeed, we never saw in the "South-Carolinian," ourselves, the article which gave rise to the paragraph extracted into the Register, which the Editor takes exception at. We copied it from the "Alexandria Gazette," a paper which, in our opinion, is not behind any in the Union for general ability, gentlemanly courtesy and high and honorable bearing.

COOL.

A Southern paper gives the following explanation, offered from the stump by a Mr. Gordon D. Boyd, of Mississippi, a defaulting receiver of one of the State Land Offices:—

"I did appropriate the money to my own use," exclaimed he; "and I expected to be able to repay it, but my speculations turned out unfavorably. 'Tis my misfortune and not my fault. I hope, gentlemen, you are satisfied!"

Of course his audience were satisfied. Who would upbraid a gentleman in "misfortune!"

MORUS MULTICAULIS.

Ten Chinese Mulberry Trees were sold a few days since, at Richmond, Va. for \$25 each.—Cash. And, it is stated in the Petersburg Intelligencer, that Mr. John L. Williams, Jr. of Brunswick County, has just sold his stock of Trees, &c. for \$15,000. His price was 17 cents per foot, without the lateral branches. The first Tree he planted was in March 1837, and his total outlay not more than \$300.

NASHVILLE (N. C.) RACES.

First day, the Sweepstake was won by J. K. Bullock's Illidicker. Second day, the Proprietor's Purse, \$200, was taken by O. P. Haro's Canary Bird.—Third day, the Jockey Club Purse, \$350, was taken by David McDaniel's Vashli.

WARRENTON RACES.

The first day's Race was won by Edmund Town's b. f. by Fyde, dam by Sir Archie. For the Proprietor's Purse, there were 8 entries; it was taken by Leonard Phelps' (A. J. Davie's) imported Mare, Likeness. For the Jockey Club Purse of \$500, there were 4 entries, and it was taken by William McCargo's bay horse, Billy Townes, by Fyde, dam by Virginia. On the fourth day, the Sweepstake was won by Leonard Phelps' Colt, Isaac Shelby, by Leviathan, dam by Stockholder.

SMALL POX.

We regret to learn from the Danville Reporter, that the Small Pox is prevailing extensively in the neighborhood of Harmony and Bailey's Bridge, in Halifax county, Va. and in Person county, in this State. The Magistrates of Halifax have appointed a Committee of Vigilance, and clothed them with the necessary power to establish Hospitals, &c.—A note from Dr. Craighead says, he saw about a dozen cases at Capt. Bailey's plantation in Person, four at his house in Halifax, one at Samuel Easley's and one at John Gavit's, and he understood that the disease was at—Morton's, James Oliver's, and some other places in Halifax county. In the first cases that occurred, the disease was mild, but it has since assumed a much more malignant character.

MR. BIDDLE AND THE GOVERNMENT.

We examined last Wednesday's "Standard" very closely, to see whether its Editor would inform the readers thereof, that the Government now employs Biddle's Bank as the fiscal agent of the Government. But *rum* is the word. The "Standard" has often denounced the paper of the United States Bank, as worthless—so much so, in one instance, as to assert, on the authority of a letter writer, that "it would not buy horse buckets in New York"—that we think it incumbent on the Editor to disabuse his readers on the subject.

DUNCAN, OF OHIO.

When RITTER was defeated in Pennsylvania, the Van Buren papers said the South ought to rejoice at it, because he was an Abolitionist. These same papers, when it was ascertained that Dr. Duncan was elected, threw up their caps in very ecstasy. And yet the Doctor is proved to be an Abolitionist, out of his own mouth! He wrote a letter, which was privately circulated, before the Election amongst the Abolition voters. This letter denounced Slavery, as producing "crime, fraud, theft, robbery, murder, and death." Speaking of the Slave States, he said:—

"The anger of God, and the vengeance of Heaven, seems to rest upon every thing upon which you can cast your eyes. Every prospect seems to be withered and withered by the power and disapprobation of avenging justice and violated humanity. In short, almost every institution, every prosperity, public and private, seems to be sickening and dying from the corrupting and corroding effects of Slavery. But the curse be on the head of those who sustain such an institution."

This had its effect amongst the Abolitionists, and the papers of the fanatical crew are now rejoicing at their victory!

The following paragraph, in a Circular, was also circulated amongst the Abolitionists, and had great effect against Governor Vance:

"What will the people of Ohio think, when they are told that the unfortunate Mahan is in irons?—A minister went over the other day to visit him, and found him with a chain round each ankle, and another connecting them. Irons on a citizen of Ohio, the victim of perjury! What say our fellow citizens? Have they any regard for the sovereignty of their State? Mahan is in irons, just because he chose to obey the dictates of common humanity. When the poor, crushed slave, striving peaceably for liberty, stopped at his door, he gave him food, raiment and counsel. For this, he is now immured in a Kentucky jail. No one believes that he is guilty of the offences charged on him in the indictments by which two Governors have been hoaxed. Mahan is the victim of 'Slavery.'"

RHODE ISLAND.

NATHAN FELLOWS DIXON, a staunch Whig, has been elected U. S. Senator from Rhode Island, vice ASHER ROBBINS, whose term has expired.

THE CASWELL DINNER.

We inserted a paragraph in this paper, a week or two since, taken from the "Hillsboro Recorder," giving some account of the remarks made at the Caswell Dinner by Messrs. BROWN & BYNUM. Last week, we copied from the "Standard," another paragraph, stating that the remarks of these gentlemen were much perverted in that article. We now annex the rejoinder of the "Recorder," showing upon what authority, the statement was made:—

"Our notice of the Speeches of Mr. Brown and Mr. Bynum, at the Caswell dinner, was made upon authority, the correctness of which we have not yet seen cause to doubt. The article in the Milton Spectator, from which the Standard quotes, does not profess to be the Speech of Mr. Brown as delivered, but only the substance of it. How much, after consideration may have varied the expressions, we cannot say; but even in the printed Speech may be found expressions which may well justify the interpretation which our informant put upon them. It is, it is not Mr. Brown made to say expressly, that 'the democratic party have never contended for any other mode of instruction to Senators than that of the State Legislatures, by Resolutions expressing their sentiments?' And does he not afterwards go into an argument 'to show the absurdity' of taking, as instructions, the expression of popular opinion as made known by their elections? No matter how large a majority of the People shall, by their elections, express their disapprobation of the leading measures of the Administration, if the Legislature fails to instruct, the Senator is at liberty to disregard the popular voice; or if the Legislature instruct, no matter how little in accordance with the wishes of the people, or even without their wishes being consulted, the Senator is bound to obey or resign! Is not this Mr. Brown's doctrine?—this his reverence for the 'democracy'! And what did you say more? Mr. Bynum's Speech has not yet been published, and we cannot therefore say how 'grossly' he has been 'misrepresented.' But our informant was present at its delivery; and we think him too intelligent to misapprehend, and too honorable to misrepresent. From other sources we have heard that Mr. Bynum's Speech did not give satisfaction to many even of the democratic party; and we think it would be no difficult matter to sustain, by abundant testimony, all we have said in the premises."

A bequest of ten thousand dollars from the late William E. Payne has been paid over to the Treasurer of the Massachusetts Charitable Eye and Ear Infirmary, by Edward Blake, Executor.

JEW'S OF THE DAY.

The "tug of war," it would seem, is about to recommence in the CANADAS. The "snake was scotch'd, not killed," by the recent military operations on the border. Extensive preparations are in progress, on both sides of the line, to overthrow the British authorities, and release the provinces, from transatlantic dominion. These concerted efforts are met by corresponding exertions on the part of the British Government, and bloody work may be expected before tranquility is again restored. A deep-rooted and wide-spread disaffection rankles in the bosoms of the Canadians; they see that their energies are cramped, and that public and individual enterprise is restrained by a connection with a power too remote and alien to supply their wants. Public spirit and national pride are totally wanting. And how could it be otherwise? What inducements have provincials to apply their time and treasures in bettering the condition of their country, when, after all their efforts, after months and years spent in persevering toil, it would still lack that first essential of national greatness, the boon of Liberty?

Mexico is involved in troubles. Not only have greater preparations against her been made by FRANCE, but the quasi Republic is convulsed by revolutions and civil broils within. A vigorous effort is being made to overturn the present Government, and re-establish the Federal Constitution of 1824. All the ports are blockaded by the French fleets.

Extensive arrangements are making to establish a direct trade between TEXAS and the principal European ports. The young Republic is "following in the footsteps," and bids fair to become a rival of her "illustrious predecessor."

The Whigs of Culpepper District, Va. have again nominated DANIEL F. SLAUGHTER, as their candidate for Congress. The LOCOFOS, in their fierce hostility to the Banks, are trying to force their present Representative to forego his pretensions, and make room for a more available candidate.

A neat little volume has been published at Boston containing the Revolutionary adventures of Ebenezer FOX, of Roxbury, who is still alive. The book describes the scenes in which the author was engaged, and a detailed account of his sufferings on board the old Jersey Prison ship in the harbor of New York!

COMMUNICATION.

FOR THE REGISTER.

To the People of North-Carolina:

FELLOW-CITIZENS:—There is no subject, of such vital interest to us at present, as the progress and ultimate success of our system of Internal Improvements. Uninformed by experience, great value is to be placed upon every thing, calculated to aid us in our deliberations, and point out to us the most practicable means of attaining the object we have in view. As such, a series of Essays, now under a course of publication in the Standard, over the signature of MENTOR, have, for some time, attracted public attention. The author is generally known as a man of high standing, and considerable reputation as a professional man and State politician; which may give weight to his views, in addition to any intrinsic merit they may possess. I have read some of these Essays with pleasure, and believe them to contain many sound abstract principles, which, if adopted and acted upon, may prove of great ultimate benefit to the State. But the 13th and 14th numbers are so manifestly sectional and illiberal in their character, that I cannot allow them to pass, without some attempt to disabuse the public mind, with reference to the matters therein treated.

The sentiment of MENTOR, "that it is a wise policy to make it the interest of our planters to trade at home," meets my entire approbation, and I only regret, that we differ so widely, with regard to the means of effectuating this policy. I assume as an admitted axiom, that the interest of the Planter and Farmer is the interest of the State, and contend as equally undeniable, that whatever tends to enhance the price of his products; by opening to him a direct and speedy way to market, be that way or that market, foreign or internal, is an immediate and direct advantage to him; that, on the other hand, that course (however pure may be the intentions of those who propose it) which seeks to force the Farmer to dispose of his crop within the borders of his own State, at such prices and upon such terms, as the agents of foreign Capitalists may see fit to propose, without this poor privilege of sending it where he can do better, is a serious and lasting injury to the agriculturist, and totally adverse to the true policy of the State—inasmuch, as it would sacrifice the interest of the whole laboring and productive part of our population, to enhance the profits of a few, perhaps already princely Merchants. What then, I would ask, is the proper course to be pursued? Unquestionably that, which will necessarily produce neither effect. Let the State do her utmost to assist in an extensive and liberal system of Internal Improvement; give to the citizen the means of sending the products of the soil to markets in the State and out of it; offer him the same inducements to trade at Wilmington, or Beaufort, that he finds at Petersburg or Charleston, and then, if you please, appeal to his State pride, and if he be not most obstinately perverse, MENTOR will find but little exercise for his State jealousy.

Differing from me, as he does widely and essentially upon this point, he has in his last number embarked upon a wild and visionary crusade, against the proposed extension of the Raleigh and Gaston Rail Road, from this place to Columbia South Carolina. To correct some of his (no doubt unintentional) errors, and shake some of his ungrounded and hasty conclusions, is my present intention.

MENTOR grounds his opposition to the assistance of the State, and even to the unassisted construction of this work, upon the following assumed facts: 1st. That it has none of the essential characteristics of a State work. Upon this question, there can be no positive rule by which to judge, and

if it is, or is not, it must be either, in a relative degree. Let us compare it then with that "Magnus Apollo" of State works—that idol of Mentor's—the Wilmington and Raleigh Rail Road, and see how much it must suffer by the comparison. And first, is the Wilmington and Raleigh Rail Road a produce road? Unquestionably it is not, and facts will bear me out in this assertion. This Road was first chartered to be built from Wilmington to Raleigh, the centre of the State, and had it been so constructed, must have depended mainly upon freight for its support. But as this could not be regarded as the source of great profit, the necessary subscriptions for its commencement could not be obtained, and an amendment was obtained to the Charter authorizing the change of the termination to Halifax, with the view of connecting with Charleston by Steam Boats, and Norfolk by Rail Road; and no man, at all acquainted with the history of Rail Roads, will undertake to say that for the next ten years the receipts from the transportation of produce on the Wilmington Road will pay the expenses of repairs. It is then, essentially and materially, a travel Road, and as such, according to MENTOR's idea, had no claim whatever to the assistance of the State. But here, again, I differ from MENTOR; I have no feeling of sectional hostility to the Wilmington, or any other Road, and actuated by the same feelings with the Prince, whose highest wish was to see a chicken in the pot of every one of his subjects, I would rejoice to see a Rail Road traversing every county in the State. Farther, if these sectional feelings and local jealousies, which have so long kept our State in inactivity, if not actual decline, shall ever be overcome by a patriotic spirit of solicitude for the general welfare, this much abused Raleigh and Columbia Road, will become a very important link in the chain of State works. The Fayetteville and Yadin Road will intersect it about 40 miles west of Fayetteville, and when the Branch of the Wilmington Road to this place shall be completed, (a project for which I believe MENTOR is not at all solicitous) the Planter bordering upon either Road will have the choice of 3 Markets—two in the State, and one out; and, if equal inducements are offered to all, who can doubt as to his choice? It is well known also, that, at some seasons, the Cape Fear, below Fayetteville, is not navigable. What then would be the situation of the produce or the passenger? The produce must be sold for what it will bring, and the passenger must get as he can to Wilmington, or some other place as far out of his way. The Farmer, however, would not doubt willingly sell his Cotton at half price, and the passenger lose his time and money and charge it to account of State pride! Verily, MENTOR would "bite his own nose off to spite his face."

The second objection is, that it cannot be profitable Stock and, consequently, must be a losing business to those who engage in it. MENTOR has evinced but little of his usual political sagacity in the discussion of these questions, and sometimes, unfortunately, contradicts himself. At one moment the whole trade of North-Carolina is to be cut up and divided—one-half to be carried to Virginia by the Raleigh and Gaston Rail Road—the other to go to South-Carolina, by the Columbia Road—and the investment in the Wilmington Road will be rendered unproductive, because the Columbia Road will deprive it of a large portion of the travel: At the next moment, the Raleigh and Columbia Road can never be built, because the Wilmington Road will carry all the passengers, and there will be no produce for the Columbia Road to carry, and capitalists will not invest their money in works, where there is no prospect of a return. Now both propositions are equally defective and absurd. North-Carolina is not sold to the Dutch, nor have I any fears that she ever will be. Open direct communications with your Seaport towns, and those towns will offer inducements to your Planters, and with the rapidly increasing population of our country, the advocate of either Road need not fear that his favorite will suffer for want of Passengers. But let us see how it is, that MENTOR would appropriate all the Passengers to the Wilmington Road? I find, upon reference to the paper, that he considers the whole travelling world as bounded by Charleston on the South. Here is his great error. That the Wilmington Road will always continue to enjoy a large portion of the travel between Charleston and the North, I do not doubt; but, at the same time, I cannot allow that the travel from Augusta and the South-western States will prefer going a hundred and fifty miles out of their way, for the mere purpose of travelling upon the Wilmington Road. Persons from the Western part of this State, and even Tennessee, will also seek this Road as the most direct route to the Northern Cities. But, upon this point, there can be but little room for controversy; every person of ordinary sagacity, must perceive, that the Columbia Road, if built, combining, as it will, the advantages of being a link in the great chain of internal communication between the principal places of the Seaboard states, and being upon the line of the great Northern and Southern mail, will always command a large portion of the travel between the two sections of country.

What may be the cost of the Rail Road from Charleston to Columbia, or their profits from travel, or other sources, can be of no interest to us; but, so far as we are furnished with the means of judging, the Road from Raleigh to Columbia can be built at but little greater expense per mile, than the Wilmington Road, and MENTOR's speculations about cent per cent can avail but little here.

It may not be improper to introduce a few facts here, for the purpose of showing MENTOR's intimate acquaintance with his subject. He states that the Books of subscription were opened, "in the time of an unprecedented flood in the money market." The company was chartered in the winter

of 1836-7, and the Books were opened in '37, but a short time previous to the suspension of Specie payments. Truly an unprecedented time! He also states that the whole subscription amounts to but little over \$30,000; now, if Mentor had been over-scrupulous about the correctness of his assertions, he might have informed himself that the citizens of Raleigh alone have subscribed Two Hundred Thousand Dollars! This I am however disposed to consider a typographical error, as I cannot suppose MENTOR to have been thus ignorant of facts.

MENTOR next assumes that the proposed extension will prove detrimental to the local interests of Raleigh, and here again, I beg leave to differ with him. The trade which Raleigh now derives, or may derive, upon the finishing of the Gaston Road, from the adjoining counties, can, in no wise, be affected by its extension; while that of the Southern and South-western counties, upon the construction of the Yadin Road, must evidently be carried to Fayetteville, unless some portion of it be diverted to Raleigh upon the Columbia Road: The interest which the citizens of Raleigh have taken in the work is, however, perhaps the best comment upon MENTOR's fears.

Lastly, comes the real and bona-fide objection, and the ground of all MENTOR's hostility, but one which I did not expect to hear urged, until it was thrown in the teeth of our Legislature: That the State dare not subscribe to the Columbia Road, because its construction will endanger the revenue to be derived from their investment in the Wilmington Road! And is this to be the end of all our boasted efforts at improving the condition of our people? That North-Carolina is to be arrested in her onward march, the enterprise of her people crushed, and her vast resources locked up, merely because further action may endanger the paltry sum of Eighteen Thousand Dollars interest, and that by no means yet insured! I trust not—I trust that upon this point at least, MENTOR may find himself unsupported by public opinion. No, if she has made this investment for the mere purpose of becoming a common partner in the profits to be derived by a chartered monopoly, and finds that, as MENTOR fears, that investment may prove a bad one, like the ruined Gambler she should risk her last cent in some more feasible project, with the hope of recovering what she has thus foolishly ventured. But I trust the guardians of her welfare have been actuated by higher and purer motives, and that they will ever be found ready to act for the good of the people and the whole people, satisfied that, whatever tends to enrich and make them happy as individuals, tends also, in the same measure, to elevate and aggrandize her own character as a sovereign State.

To the West, this matter presents itself with peculiar force, and if they do not arouse themselves at this attempt, by a sectional interest, to force them into sectional measures, it may be too late. They have been trifled with long enough, and it is time their hitherto neglected claims should be listened to and complied with; and I hope every county west of Raleigh will be fully represented in the proposed Internal Improvement Convention, about to be holden in this place.

I have no desire or intention to engage in a newspaper controversy on this subject, with MENTOR, or any other person. I am not interested, individually, to the amount of a single penny in either Road, but as a Citizen of the State, I look with deep and increasing interest to every thing which is calculated to influence public opinion upon these matters; and while I freely admit the soundness of some of MENTOR's views, and the ingenuity with which he treats his subject, I cannot either admire the patriotism, or envy the ability which seeks to degrade our State from the high character of a liberal and enlightened protector of the rights and interests of her citizens, to the mercenary one of a petty stock-jobber.

RIP VAN WINKLE.



GREAT AND GLORIOUS VICTORY!

New-York Triumphant!!!

It is in a spirit of grateful exultation, that we announce the glorious news from New York. We have as yet heard from the City only, but in that great emporium, the Whigs have achieved a complete triumph. They have elected their wares ticket for Congress, Messrs. Hoffman, Curtis, Grinnell, and Monroe, by a majority of, at least, fifteen hundred! We congratulate the country upon the ejection of C. C. Cambreleng and Eli Moore. This makes a Whig gain of two members of Congress. The whole number of votes taken in the City was 40,495.

MISSISSIPPI.

Four vacancies having occurred in the Legislature of this State, an Election has just been held to fill them, and the whole have been filled with Whigs—thus rendering it certain that Mr. TROTTER, one of the Van Buren U. S. Senators from that State, will be superseded.

MARRIAGES.

In this City, on Thursday last, by the Rev. Geo. W. Freeman, Mr. James Chadwick, Printer, to Miss Jane, daughter of Mr. Anderson Nicholson. On Saturday last, by James Cook, Esq. Mr. John Roseman, Printer, to Miss Susan Pleasants. At Philadelphia, on Thursday morning, the 6th inst. by the Rev. Mr. Furness, Col. John H. Wheeler, Superintendent of the U. S. Mint, at Charlotte, in this State, to Ellen, daughter of Thomas Sully, Esq., of Philadelphia. In Person county, Mr. John Allen to Miss Martha Hamlet.

DEATHS.

In this City, this morning, after a short illness, Mark Cook, Esq., an old respectable citizen. In this City, a few days since, Miss Lucinda Dunn, eldest daughter of Major Nathaniel Dunn.