

# RALEIGH RECORDS AND NORTH CAROLINA GAZETTE.

"Ours are the plans of fair delightful peace, unwarped by party rage, to live like brothers."

VOL. XL.

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NO. 9.

**JOSEPH GALES & SON,**  
EDITORS AND PROPRIETORS.

**TERMS.**  
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## REPORT OF THE COMMISSIONERS For Rebuilding the Capitol.

Raleigh, Nov. 26, 1838.

To the Honorable,  
The General Assembly of N. C.

GENTLEMEN:—The Commissioners entrusted with the superintendence of the rebuilding the State Capitol, respectfully Report: That since the last meeting of the Legislature, the work has been diligently prosecuted, and though it is far advanced, still lacks much of completion. It has been protracted greatly beyond, not only the expectations of the public, but the calculation of the Commissioners, and others immediately concerned in its construction. The amount of expense has, in a no less degree, exceeded the sum originally supposed necessary. Both of these results may be accounted for by the statement of a few facts, perhaps not generally known or recollected. In the original design of the building, the splendid Porticos at the East and West Fronts were not contemplated. They constitute a very important item of labor and expense, and by their beauty compensate well for both. Subsequently, in order to render the various offices in the basement story fire proof, it became necessary to groin or arch the supports for the floor of the second story, and upon which rests the Legislative Halls. At the same time it was discovered that the passage walls, originally constructed with different views, were of insufficient strength to sustain the immense weight of masonry reposing upon them. They were not only of too slender construction, but intended in the finishing to be covered with plaster. In their re-erection this defect was likewise remedied by giving them the polished and highly ornamented surface necessary to correspond with the Rotunda, which like the rest of the building is of beautifully wrought granite. This groining, composed chiefly of hewn rock, was a work of great labor and expense. There are likewise many polished and fluted granite columns with capitals tastefully carved, distributed throughout the building, which did not enter into the original plan. These several improvements, varying materially the original design, were submitted to former Legislatures and approved by them. Another cause, contributing very much to the uncertainty of any estimates of time and money which were made, has been the varying degree of the hardness of the Rock. It is all indeed of a remarkably fine texture and what is called tough in the working; but in the progress of quarrying, these qualities, particularly the latter, were found greatly to increase, and in the same proportion to add to the labor of cutting and polishing. These were impediments which could not be foreseen, and consequently did not enter the minds of those who made the estimates in the early and subsequent stages of the progress of the work. Covering the roof and dome with Copper proved a much more expensive item than was expected.

In the original plan, and of course in the estimates, the Galleries to both Halls were by some oversight omitted. This defect has been supplied by Mr. Patton, the present accomplished Architect, in a style beautifully corresponding with the general design. The capitals for the fluted columns supporting the Galleries, were executed by an able Carver at Philadelphia. The Iron Castings for the Dome, Stair Cases and Corridors, were also obtained at Philadelphia. They are all now paid for. The plastering is under contract, and in rapid progress. A contract has likewise been made for the Furniture, and for both of these objects considerable advances in money have been made.

With regard to contracts abroad, for work or materials, the Commissioners have pursued one uniform plan, viz: to ascertain from Architects and builders of the highest character, in several States, the just and necessary cost of the several articles required, together with their opinion or recommendation of workmen wanted, and the rate of wages proper to be given.

Long before the close of the last year, it was discovered that the appropriation by the last Legislature would fall far short of the sum required to complete the building or even to carry it on until the present session. Early in last Summer the whole amount was exhausted. To dismiss the workmen and officers, and subject the materials and machinery to waste and decay till the further pleasure of the Legislature should be ascertained, would have been (if avoidable) inexcusable folly and extravagance. Various schemes were suggested

to obviate the difficulty, as the Public Treasurer had no authority to advance any portion of the funds of the State not appropriated to this purpose. Several private gentlemen offered their names to raise the money required. But the Bank of the State, on learning the difficulty, in conjunction with the Bank of Cape Fear, offered, in a spirit of liberality, and under a reliance on the good faith of the State, to advance such sums as might from time to time be required, upon the bare order of the Chairman of the Board of Commissioners. The sums thus advanced up to the first of this month, amount to \$30,300, of which sum \$19,000, was received from the Bank of the State, and \$11,300, from the Bank of Cape Fear.

While the Commissioners have spared no pains to insure a faithful and judicious expenditure of the funds placed in their hands, they have, at the same time, spared no necessary expenses in procuring the best materials, workmen of the highest order, and wherever they have found them inappropriate or defective, the best plans, for carrying into effect the liberal and enlightened views of the Legislature. In the construction of an Edifice designed to last for ages, any petty attempts at economy in labor or materials could but defeat the true intent of the work, or display a ludicrous contrast of meanness and magnificence. The length of time and the amount of funds which have been necessary for the work, though far exceeding the calculations of many, were not foreseen even by former Legislatures who were entrusted with its supervision. The great variety of opinion which prevailed when the work was commenced, amongst men who seemed qualified to judge, proves the impossibility of forming any estimate which could be positively relied on. However, the Commissioners feel some degree of gratification in presenting to the Legislature a view of the building as it is—a creation of their own—honorable to themselves—an object of just pride to every liberal mind in the State, and the admiration of every enlightened stranger.

With regard to the amount of money still required, the Commissioners would reluctantly attempt an estimate, having been taught by experience how difficult and uncertain must be every estimate as to time and expense, in the erection of a building of such magnitude, material and workmanship. Yet, from the best and most minute calculations, they have been able to make, they are of opinion, that \$70,000 will cover the prospective expenses. This is a matter, however, which had best be left to your committee, which it is presumed will be appointed to examine the details of what has been done. To enable the committee to arrive at a satisfactory conclusion on this and all other matters connected with the work, the Commissioners will take pleasure in laying before them for inspection, all their books and accounts, and in giving them any other information or assistance they may need.

## INTERNAL IMPROVEMENT CONVENTION.

At a meeting of the Delegates to the Internal Improvement Convention, held in the Methodist Church, in the City of Raleigh, on Monday, the 10th Dec. 1838, on motion of Col. Robert Macnamara, the Hon. Romulus M. Saunders was unanimously elected President, and Gen. James Cook, of the county of Davie, and John Winslow, of the county of Cumberland, were appointed Secretaries.

The following Delegates appeared and took their seats as members of the Convention:

From the County of Anson—John A. McRae, James M. Waddell, Calvin Myers.  
Ashe & Wilkes—Edmund Jones, James M. Nye.  
Burke—Alexander F. Gaston, W. W. Avery, E. J. Ewin.  
Bladen—Richard Gillespie, Isaac Wright, Haynes Richardson.  
Buncombe—Thomas L. Clingman, Philip Brittain, M. Patton.  
Brunswick—W. R. Hall, F. J. Hill, John H. Hill.  
Beaufort—W. H. A. Blount, Joshua Taylor, David C. Freeman, John J. Hawks, Henry J. Toole, J. McWilliams, J. O'K. Williams.  
Berlin—W. W. Cherry, George S. Holly, James Allen.  
Cabarrus—Dr. M. M. Orr, Joseph O. Farr, A. J. Shauke.  
Carteret—James W. Bryan, Bridges Arundel, James Runley.  
Caswell—N. J. Palmer, L. A. Gwinn, James Kerr, Levi Walker.  
Chatham—R. Faucett, Jonathan Haralson, William Albright, M. Q. Waddell, J. S. Guthrie, Isaac Clegg.  
Craway—Col. S. S. Biddle, S. Hyman, W. Waddsworth, T. P. Burgwin.  
Cumberland—L. D. Henry, E. J. Winslow, E. J. Hale, John Huske, C. P. Mallett, E. W. Williams, John Winslow, J. W. Standiford, Jonathan Evans, Dr. John McKay, Dr. T. N. Cameron, Col. A. Murchison.  
Davidson—J. W. Thomas, Joseph Spurgin, William Harris.  
Davie—Gen. James Cook.  
Gates—R. K. Sperr, Whimel Stallings.  
Granville—Dr. John R. Herndon, Dr. J. T. Gilham, James Cooper, H. G. Pittard, Samuel S. Downey, J. T. Downey.  
Guilford—Dr. John A. Soules, Andrew Lindsay, Ed. Smith, James Brumock, M. C. Leann, J. H. Lindsay, Abram Glapp.  
Hertford—Kenneth Rayner, James Grimes.  
Hyde—Riley Murray, H. W. Gibbs, Tilman Farrar.

Johnston—Ashly Sanders, John Atkinson, James T. Leach, Josiah O. Watson.  
Jones—William Huggins.  
Lenoir—John C. Washington, Henry F. Bond, James B. Whitfield, James W. Cox.  
Montgomery—Dr. John H. Montgomery, Thomas Pemberton, Wm. Harris, Edward M. Callum.  
Moore—William Murchison.  
New Hanover—L. H. Masteller, Jeremiah Lippitt, W. H. Haywood, Jr., A. J. De Rosset, Thomas H. Wright, A. A. Brown, F. G. Hill.  
Orange—Hugh McQueen, James Norwood.  
Person—John Barnt, Benjamin Sumner.  
Randolph—Jesse Walker, Jonathan Worth, Benjamin Swain, J. E. Leach, Geo. Hoover, J. M. A. Dease, Jesse Har, Jonathan Hedding, Zeb. Dease, W. B. Lane.  
Raven—Col. Robert Mcnamara, Dr. Pleasant Henderson, J. M. McCannery, Charles Partridge, C. K. Wheeler, Dr. B. Austin, Dr. Samuel Carr.  
Rockingham—Col. P. Seales.  
Rutherford—W. E. M. Is, J. H. B. Jourd, W. J. Miller.  
Tayler—H. G. Spruill.  
Wake—William Boylan, W. R. Gales, A. Fred Jones, R. M. Saunders, Willis Whitaker, James B. Shepard, Thomas J. Lewis, John H. B. Jourd, C. M. Garnett, Johnston Bussey.

Washington—David C. Gayther, John D. Bennett, John B. Church, Taylor H. Walker.  
Wayne—Willis Hall, James Griswold, Dr. S. A. Andrews, A. Borden, John W. Saxe, Joseph Seawell Jones, Geo. D. Dri-elle.

On motion of Mr. Clingman, Major William Gibbs McNeill, and his assistant Engineer, Mr. J. H. Dickerson, were unanimously invited to take seats as members of the Convention.

On motion of Mr. Cherry, Gen. James Owen, President of the Wilmington & Halifax Rail Road; and, on motion of Mr. Burgwin, Hon. W. B. Shepard; and, on motion of Mr. J. Seawell Jones, Dr. J. W. Hawkins, were invited to take seats as members of the Convention.

On motion of Mr. Henry, a Committee, denominated the General Committee, consisting of 13 Delegates, one from each Congressional District, were appointed by the Chair. The President appointed the following delegates:

E. L. Winslow, Dr. J. W. Hawkins, Dr. M. M. Orr, Taylor H. Walker, Gen. Edmund Jones, Thomas L. Clingman, Col. Robert Macnamara, Jeremiah Lippitt, Dr. J. A. Foulkes, Hon. John H. Bryan, Hon. W. B. Shepard, George H. Polley, James W. Bryan.

The following Resolution was offered by Mr. McRae, and adopted:

Resolved, That a Committee of five be appointed to prepare and report to the Convention for the government of this Convention.

The following Delegates compose the Committee:

John A. McRae, Hugh McQueen, Thomas L. Clingman, F. C. Hill, and Dr. Andrews.

On motion of Mr. Palmer, the proceedings of a meeting of the citizens of Caswell and Person counties in regard to a liberal system of Internal Improvement, and to the improvement of the Dan and Roanoke rivers were read; and, on motion of Mr. Clingman, referred to the General Committee.

On motion of Mr. James Shepard, Mr. Herron, Assistant Engineer on the Raleigh and Gaston Road; and, on motion of Mr. Jo. Seawell Jones, Col. Joyner, were invited to take seats in this Convention.

On motion the Convention adjourned until 11 o'clock on Tuesday.

Tuesday, Dec. 11, 1838.

The Convention met according to adjournment.

The following Delegates appeared and took their seats:

Edwin G. Rand and William Beard, of Person; Thomas H. Willie, and Russel Kingsbury, of Granville; John H. Haughton, Robert Smith, and Benj. Houze, of Chatham; and Dr. John McKay, of Cumberland.

Mr. McRae, from the Committee of five, to draft rules for the government of the Convention, made a report, which was amended, on motion of Mr. Gaston, by adding thereto the following resolution, and adopted:

Resolved, That each county represented in this Convention be entitled to as many votes as they are entitled to members in the House of Commons, provided that each county shall be entitled to one vote.

The following Resolution was offered by Dr. Herndon, and, on his motion, referred to the General Committee:

Whereas, we believe it to be of vital importance to the State of North Carolina to take some efficient measures to foster and stimulate the enterprise of her citizens so as to enable them to attain that degree of wealth and prosperity at home, in search of which they are now compelled to emigrate to the new States; and whereas, we sincerely believe that nothing will contribute more to secure that object than a judicious system of Internal Improvement; Therefore

Resolved, 1st, That we deem it consistent with justice and good policy, that proper aid should be extended first to those works now in progress, by giving the credit of the State to the Raleigh and Gaston Rail Road Company for \$500,000, on such conditions and under such restrictions as the Legislature may, in their wisdom deem best; and by advancing to the Raleigh & Wilmington Rail Road Company the instalments due by the State, without waiting for the payment of those due by individuals.

Resolved, 2d, That we believe it to be highly expedient, and therefore respectfully recommend it to the General Assembly, to take on the part of the State three fourths of the stock in the Rail Road from Fayetteville west, and two-fifths of the stock in the Raleigh and Columbia Rail Road.

Mr. Bennett offered the following Resolutions, which were referred to the committee of thirteen:

Whereas, an important crisis has arrived in the affairs of the State, in which every enlightened citizen should feel a deep and lively interest; and whereas, in the opinion of this Convention, the hitherto

sectional jealousies existing in our Legislative councils have prevented the co-operation of the members thereof in works of Internal Improvement within the limits of our State; and whereas, we believe that such a feeling is only calculated to retard our prosperity and tarnish the honor of our State; Be it therefore

Resolved 1st, That our Legislative bodies should regard solely the interests of the State at large, and lay aside forever the feeling of entire section interest, as tending to frustrate in their deliberations every scheme proposed for the advancement, prosperity and enlightenment of the people.

Resolved 2d, That as there must be a commencement in all efforts for improvement, those works which will ensure most to the benefit of the State at large should be first undertaken.

Resolved 3d, That this Convention do recommend among other works of Internal Improvement, in which the State should take a zealous interest, the opening of Naghead Inlet, at the foot of Albemarle Sound.

Resolved 4th, That in the opinion of this Convention, the opening of said Inlet, when completed, will be a great source of revenue to all who should embark capital in the enterprise, we therefore recommend it to the consideration of the General Assembly, as a work in which the funds of the State may be profitably invested.

Resolved 5th, That our Legislature will, in the opinion of this Convention, act in conformity to the wishes of a large majority of the people of the State, by requesting our Senators and Representatives in Congress to lay this subject before their respective bodies, that Congress may consider whether the opening of said Inlet ought not to be regarded as a work of national concern, and assist in its completion.

Mr. Arundel offered the following Resolution, which, on his motion, was referred to the committee of thirteen:

Resolved, That the General Committee inquire into the expediency of recommending to the Legislature the passing of an act to construct a Rail Road from some point on Beaufort Harbor, and running in a direct line thence to the Wilmington and Raleigh Rail Road, and extending to said road the patronage of the State.

Mr. Lippitt offered the following Resolution, which, on motion of Mr. Haywood, was laid on the table:

Resolved, That a memorial be prepared and presented to the Legislature asking for the passage of a law establishing limited co-partnerships.

Dr. Andrews offered the following Resolution which was referred to the committee of thirteen:

Resolved, That this Convention recommend the attention of the general Committee to the expediency of building a Rail Road from the Wilmington and Raleigh Rail Road to the city of Raleigh over the route surveyed by the United States Engineer in 1834 and recommending it to the General Assembly for the patronage of the State.

Mr. Seales offered the following Resolution, which were referred to the committee of thirteen:

Whereas the present condition of North Carolina imperiously demands that some scheme of internal improvement should be adopted that would tend to the general interest and benefit of the State; and whereas a large portion of this State is represented in this Convention: Therefore

Resolved, That this Convention recommend to the consideration of the Legislature the expediency of incorporating a rail road from Henderson Depot, or such other point on the Raleigh and Gaston Rail Road as they in their wisdom may deem most expedient to some point on the Charleston and Louisville Rail Road in the south western part of this State.

Resolved, That the committee be instructed to inquire into the expediency of extending to said incorporation banking privileges.

Mr. McQueen offered the following Resolution, which was referred to the Committee of thirteen:

Resolved, That in providing facilities for the commercial relief of the people of this State, it is expedient to construct a rail road leading from the extreme western counties, by the way of Fayetteville, to Beaufort.

Mr. Leach offered the following resolution, which was referred to the committee of thirteen.

Resolved, That the Convention recommend to the Legislature a central rail road, commencing at Beaufort, running west to Raleigh; and thence a good turnpike road continuing westward, to intersect the Cincinnati and Charleston road.

Mr. Burgwin offered the following resolution, which was referred to the committee of thirteen.

Whereas this Convention deem that the facilities afforded for the cheap and safe transportation of produce and merchandise from one section of a country to another, are among the surest and most durable sources of a nation's prosperity; and as it is universally conceded that these facilities are offered in a pre-eminent degree by a free water navigation.

Be it therefore resolved, That this Convention do respectfully recommend to the Legislature to appropriate \$5,000 for the proper and thorough survey of the Neuse and Trent rivers. The survey of each to commence at their confluence and terminating at Smithfield on the Neuse, and Trenton on the Trent; and that this Convention do recommend to the said honorable body, to appropriate the sum of \$50,000 from the funds of the State, for the purpose of carrying into effect such measures as the engineer employed to survey these rivers may advise for removing the obstructions in these rivers, and otherwise rendering them navigable for steam boats of three and four feet draught of water throughout the year.

Mr. Avery offered the following Resolution, which was referred to the committee of thirteen.

Resolved, That the General Committee be instructed to inquire into the expediency of constructing a Rail Road from Raleigh to intersect the Louisville and Cincinnati Road at the most eligible point.

Mr. Murchison offered the following Resolution, which, on his motion, was referred to the committee of thirteen.

Resolved, That the Convention recommend the revival of the charter of the Raleigh and Fayetteville Rail Road Company, and a subscription on the part of the State of two-fifths of the capital stock of the same.

On motion, the Convention adjourned until tomorrow, 10 o'clock.

Wednesday, December 12, 1838.

Convention met according to adjournment. The following Delegates appeared and took their seats:

Patrik Hamilton, of Granville, George W. Collier, John E. Becton, John A. Green, David B. Everett, of Wayne, and H. W. Husted, of Johnston.

On motion of Mr. Clingman, the Committee of thirteen were discharged from the further consideration of the proceedings of a meeting of the citizens of Caswell and Person counties, in relation to the improvement of the Dan and Roanoke Rivers.

On motion of Mr. Palmer, the above proceedings were referred to a committee of five consisting of Mr. Palmer, Dr. Herndon, Col. Seales, Mr. McQueen and Mr. Sumner.

Gen. Cook offered the following Resolution which was, on his motion, referred to the committee of thirteen.

Resolved, That the general committee inquire into the expediency of constructing a Rail Road from the most eligible point on the Wilmington and Halifax Rail Road by Fayetteville, to a point on the Yadkin River above the mouth of Abbot's Creek; and from thence, by two lateral branches, one thro' the counties of Lincoln and Rutherford to the Charleston and Cincinnati Rail Road, and the other to Wilkesboro; also that said committee inquire into the expediency of constructing a Rail Road from some other point on said Wilmington and Halifax Rail Road, by or near the city of Raleigh, to connect with the above mentioned Rail Road at or near Evan's Ferry, on Deep River, Chatham County.

Mr. Sumner offered the following Resolution, which was referred to the committee of thirteen.

Whereas, the construction of a turnpike commencing at Henderson on the Raleigh and Gaston Rail Road, through the counties of Granville, Person, Caswell, Rockingham, Stokes, Surry and terminating at the Blue Ridge, would afford to the planters and farmers of those and the contiguous counties, facilities for the transportation of their produce to market, greatly superior to those now engaged, would expedite the conveyance of the mail in that direction, would highly promote the convenience and comfort of travellers to and from the West—furnishing a safer, more expeditious and less expensive route, and would moreover yield to the constructor a certain, and in all probability, a large profit upon the capital invested.

Resolved, therefore, That the construction of said turnpike be earnestly recommended to the consideration of the Legislature, as a work proper to be executed by the State.

Mr. McQueen offered the following Resolution, which was referred to the committee of thirteen.

Resolved, That the general committee of 13 be instructed to inquire into the expediency of extending the Raleigh and Gaston Rail Road by the way of Haywood, in Chatham, and Carthage, Moore co., to Columbia, in South Carolina; and that they also inquire into the expediency of constructing a Rail Road leading by the way of Chapel Hill, Hillsboro and Greensboro, to Salem.

Mr. J. H. Bryan from the General Committee of thirteen, presented the following report, which was read; and, on motion of Mr. Gaston, ordered to be printed and made the order of the day for Thursday.

The General Committee to whom were referred the various Resolutions upon the subject of Internal Improvement, respectfully REPORT:

That they having read and considered the various Resolutions upon the subject of Internal Improvement, and that they have been extremely desirous, if possible, to blend them together so as to form a harmonious whole. Believing, however, they express any opinion upon the merits of any of these schemes, they deem it due to the State, to the Legislature, and to the Convention, to state, that they regard a discussion of the merits of any system of improvement premature and idle, before the ways and means are provided for carrying the same into effect. Your Committee therefore, consider it of its possible importance that this question should be at once met and settled by the competent authority. If the State of North Carolina contemplates, and intends to pursue, with earnestness and efficiency, a system of Internal Improvement commensurate with the wants and wishes of her people, the State of North Carolina must do as her sister States who have achieved success in this noble pursuit have done; she must borrow money, or in some mode pledge her faith and credit to promote the enterprise.

Those works which would redound so greatly to her wealth and power, we believe, cannot be effected by mere individual contributions; they require the impress of State power, patronage and influence. We have been deliberating long enough—the time for action, for prompt, vigorous and united action has come. Money is the great lever by which the greatness must be moved; we have science and skill to guide and direct the motion. It seems to your committee that with regard to works now in progress, inasmuch as the State has the strongest assurance of their utility, and as the property of her citizens has been largely invested therein, a claim strongly founded in enlightened policy requires that they should be aided and sustained. Among the most prominent works of this description are the Wilmington & Raleigh, and Raleigh and Gaston Rail Roads. The State has already, with a wise and liberal policy, made a large investment in the Wilmington road; and your committee unanimously concur in the opinion with our Governor, that the remaining instalment of State subscription should be at once paid, without waiting for the corresponding payment by the individual incorporators. Your committee have learned that a memorial is now before the Legislature, in which the Raleigh and Gaston Road have solicited in some mode the aid of the State; and they would respectfully recommend in like manner that the prayer of the petitioners be granted. These objects may be accomplished by the State without resort to any extraordinary taxation, and without the burden being felt by her citizens.

There are other great contemplated improvements which interest large sections of the State, and are so magnificent and costly as to be beyond the reach of individual enterprise. We allude to the Fayetteville and Western Rail Road, the projected Inlet at the foot of the Albemarle Sound, and the construction of a Rail Road from the Port of Beaufort to unite with the Wilmington and Raleigh Rail Road. Your Committee need not, to show the importance of the first mentioned, advert to the great natural resources of the region which it would penetrate, abounding in all the materials of national wealth, from the ruddy gold to the more useful iron; and also abundantly provided with all the means for bringing into action a vast mechanical power. The Inlet at the foot of the Albemarle Sound has been repeatedly surveyed and examined, both by scientific and practical men, who unite in opinion that it is practicable and that it would be of such great utility as to commend itself strongly both to the Federal and State Legislatures. Without disparagement to the other Ports of the State, your Committee believe that in depth of water, facility of ingress and egress, security from storms, and salubrity, the Port of Beaufort is unrivalled. Its great importance was fully tested during the last war, when it afforded harbor and protection to the largest class of privateers with their prizes, and when it was the resort of neutral ships for the purposes of commerce. Added to this, your Committee entertain the hope that it will receive the favorable attention of the General Government as a naval station, which would greatly enhance its value to the State. Your Committee unanimously recommend these works for the aid and patronage of the State, and believe that at least four-fifths of their cost would have to be defrayed by the Public Treasury.

In reviewing the works which, compared with those, must be considered minor works, and which have been referred to them, your committee would recommend the following:

The revival of the charter of the Fayetteville and Raleigh Rail Road, and a public aid of two-fifths of the stock.

The incorporation of a company to construct a Rail Road from the Wilmington and Raleigh Rail Road, from a point near Waynesborough, to Raleigh, and an aid of two-fifths.

The survey of Neuse river, with a view to its adaptation to steam navigation, from Newbern to the head of boat navigation.

Your committee have thus endeavored to discharge the duty imposed upon them. They can hardly hope to have given general satisfaction; they could wish that every section and neighborhood of the State should participate in the advantages of a liberal and beneficent system of internal improvement; but they believe that this must be the work of time and of gradual development. They will naturally be thrown off from the larger trunks as the branches of a vigorous oak, while a hasty and forced culture might bring with it a sickly existence and premature decay. In conclusion, your Committee recommend that a select committee be appointed to communicate these views to the Legislature either by memorial or otherwise, as may be most acceptable to that honorable body.

JOHN H. BRYAN, Chairman.

On motion of Mr. Haywood, ordered that a Committee of three be appointed, to estimate and report the present available funds of the State; what sum it will be necessary for the State to borrow in order to foster Internal Improvement according to the plan reported by the committee of thirteen, and estimate as well as they can the probable cost of each of the works recommended by the report. The committee under that motion, consists of Messrs. Haywood, E. L. Winslow and W. B. Shepard.

On motion, the Convention adjourned until to-morrow.

Thursday, Dec. 13, 1838.

Convention met according to adjournment.

The following delegates appeared and took their seats: Dennis Heart, of Orange; Col. Wm. Robards of Granville; James Allen of Bertie.

Mr. Avery offered the following Resolution, which on his motion, was referred to the Committee of three, of which Mr. Haywood is Chairman.

Resolved, That the Committee who are appointed to inquire into the probable cost of completing the various schemes of Internal Improvement comprised in the Report of the committee of Thirteen, be instructed further to inquire as to the probable amount requisite for extending a rail road from a point on the Yadkin River to intersect with the Charleston and Cincinnati Rail Road, which road to be constructed as an extension of the Fayetteville and Yadkin Rail Road, or the continuation of said road more central, as either of these schemes may meet the approbation of the Convention.

Mr. Palmer, from the Committee of five in relation to the Dan and Roanoke, made a very elaborate Report, for the closing paragraph of which we have only room this week:

In conclusion, your committee recommend the adoption of the following preamble and resolution.

"Whereas, the improvement of the navigation of the Roanoke and Dan rivers is deemed by this Convention an object of the utmost importance to the citizens residing in the northern section of North Carolina, and to the State at large, on account of facilities which it will give to the Farmer, Planter and Manufacturer in sending their various productions to market, and to the Merchant and others in receiving their supplies from abroad; and to the latter, on account of the deep interest which the State and its citizens have in the stocks of the Roanoke Navigation Company, the Wilmington and Raleigh Rail Road Company, and the Raleigh and Gaston Rail Road Company; and the two latter of which connect with the Roanoke at different points. And whereas this Convention believes it to be due to the people of that section of the State, watered by the aforesaid rivers, that a portion of the funds of the State set apart for Internal Improvement, shall be appropriated in the improvement of the navigation of the said rivers,

Therefore Resolved, That it be, and is hereby respectfully recommended to the General Assembly of North Carolina, to co-operate with the Legislature of Virginia, and aid the Roanoke Navigation Company, in the proposed improvement of the Roanoke and Dan rivers, so as to render them navigable by Steam Boats of light burden.

Mr. Griswold presented a communication from Thomas Kennedy of Wayne, which was read and laid upon the table.

Mr. Haywood, from the select committee of three, upon the available funds of the State, and upon the probable cost of