

happy visions of the most ardent patriotism. If untried, if faithless to the principles we have so long and so successfully cherished...

Oh! for a tongue to curse the day When treason, like a deadly blight, Came o'er the councils of the free To blast them, in their hour of might.

Before I conclude, Fellow-Citizens, permit me, in your name, to address a word to our Revolutionary friends who have honored us with their presence on this anniversary occasion.

My veteran friends—in behalf of this large assembly and in the name of our common country—I greet you! I welcome you to the honors of this day, and offer you the parting tribute of gratitude and praise.

These are your consolations! These are your hopes! May you long live to enjoy them! And when, for the last time, you shall behold an American sun sink below the horizon...

THIRD ANNUAL REPORT OF THE BOARD OF DIRECTORS OF THE RALEIGH & GASTON RAIL-ROAD COMPANY.

Owing to the absence of the President for some months past, on business of the Company, and his recent return, the Board of Directors have it not in their power to present to the Stockholders as minute and detailed a Report of their proceedings...

Pursuant to a Resolution adopted at the meeting of the Stockholders in January, 1838, Bonds of the Company to the amount of \$300,000 or \$62,500, the balance of their Capital of \$1,000,000, were issued and placed in the hands of Moncure Robinson, Esq. to be forwarded by him to some agent in London.

arranged, previously to his departure, that application should be made to the Legislature in November, for their aid in carrying on the work, and being confident, from its importance to a large portion of the State, that this aid would be readily obtained...

Much delay took place in preparing the Bonds and taking other necessary steps. On being advised of the passage of the Act and its ratification by the Stockholders, and expecting to receive the Bonds in their improved form in a very short time, a preliminary negotiation was commenced with every prospect of disposing of them to advantage.

Several unforeseen circumstances occurred to cause delay in preparing and forwarding these Bonds; and in the mean time, difficulties of a serious nature had occurred between the United States and Great Britain, which it was at one time apprehended, would result in a war between the two countries; and it was believed by the Board of Directors in Raleigh that this would put a stop to any negotiation of them in London.

The Board regrets to state, that the gentleman to whom the Bonds were committed for sale, owing to the difficulty of procuring money in New York, only succeeded in disposing of \$50,000, and upon his return, notified the Board, that owing to this and the condition of the Bank over which he presided, it would be impossible for him to comply with his engagement...

The cost of this work, as will be seen by reference to the Report of the Chief Engineer, will not exceed the estimate before submitted by him. The transportation of produce has already far exceeded the most sanguine expectations of the friends of this work, notwithstanding the disadvantages under which it has labored...

At the last letting of the Mail contracts, the Board contracted with the Post Master General for the carrying the great Mail from Gaston to Raleigh, but as they were dependent on the Petersburg Company for doing their transportation, their contract was necessarily dependent on a similar one being made with that Company.

As the Post Master General refused the bid of the Petersburg Rail Road Company, it was believed that a due regard for ourselves and

justice to the Department, required that he should be distinctly informed of our situation. A letter was addressed to him informing him of this, and that it would not be in our power to comply with the contract, unless the Petersburg Company also contracted for the transportation of the mail, as it could not be expected that the Company would put on a train merely for purpose of carrying the mail on the Raleigh and Gaston Rail Road.

The great mail has, in consequence of the difficulties between the Post office Department and the Rail Roads upon this line, been transferred to the Wilmington Road. A contract has however been made for a daily mail on this line to Columbia.

There are still some delinquent Stockholders, and as all means have been factually resorted to to induce them to pay, it becomes indispensable to sell the Stock for the purpose of compelling them.

As the State has reserved the right of taking \$500,000 of Stock, or rather of converting the Bonds already issued into Stock at any time within seven years, it is necessary that the Capital Stock should be increased at once, so as to enable the State to avail herself of the privilege, and it is therefore recommended, that a Resolution be adopted increasing the Capital to \$1,500,000, and as the purchase of Cars, Locomotives &c. must be made during the present year, it is further recommended to the Stockholders to vest the Board of Directors with power to raise from time to time, any additional sums which may be required for that purpose.

By order of the Board of Directors. GEO. W. MORDECAI, Pres.

REPORT OF THE CHIEF ENGINEER.

RALEIGH, JUNE, 1st, 1839.

To the President and Directors of the Raleigh and Gaston R. R. Company. GENTLEMEN: It once more becomes my duty to report to you the present situation of the work under your charge.

At the date of my last Report, 22d of January 1838, no portion of the work was completed. On the first of the following May, nine Miles were put in operation, and additional portions were finished from time to time, until about the first of September, when forty-two miles of the Road reaching to Henderson Depot, were completed, and put in use.

Notwithstanding the financial difficulties with which the Company had to contend, the work has been vigorously prosecuted during the past year. No injurious delay has been produced by these causes. The Masonry of Tar River Bridge is done—the superstructure is all framed, and nearly three spans are raised. The Bridge will be finished by the first of August.

Comparisons equally as advantageous might be made with many other works, but they are deemed unnecessary. I will merely add a list of several Rail Roads and their cost per mile, taken from the late Report of the President and Directors of the Housatonic Rail Road Company:

Table listing railroads and their costs per mile: Boston & Worcester Rail Road, \$37,000 per mile; Boston and Providence, 42,000; Norwich and Worcester, 32,000; Western, 34,000; New Jersey, 45,000; Camden and Amboy, 40,000; Columbia & Philadelphia, 40,000; Albany and Schenectady, 61,000; Utica and Schenectady, 19,000; Stonington, 59,000; Hartford and New-Haven, 20,000; Housatonic, 15,000.

It should be mentioned that the Housatonic Road is just commenced, and that it follows the remarkably level valley of the Housatonic. As some apprehensions have been expressed that the stock of this Road will not be valuable, I hope I may be excused for saying a word on the subject.

In obedience to your directions, I have contracted for 200 set of wheels, axles, and other iron works for freight Cars, on very favorable terms. Child's wheels weighing about 460 lbs. were ordered. These have proved cheaper and safer than any other kind which have been tried heretofore.

ered on the first of August, 30 on the first of October, and 40 on the first of December—the whole to be received on the wharf in Petersburg; payments to be made six months after delivery.

The calculations of the entire cost of the work have been carefully made, taking the sums actually paid for such parts of it as have been completed and settled for, and the most accurate estimate that can now be had of the part remaining to be done.

The cost of the Petersburg Rail Road (not including the Greenville branch, which was much more expensive) with the same exception of bridges, cars and locomotives, has been about \$3,700 per mile. This difference is fully accounted for by the circumstances of the case.

These are certainly comparisons by no means unfavorable to your work, and when we add that yours is the only one of the Roads mentioned, in which rock excavation was encountered to any extent, and the difficulties to be overcome by excavations and embankments are far more considerable than on the cheapest of these other Roads, and nearly as great as on the most expensive, it is believed that the Board have reason to congratulate themselves on the moderate cost at which their work will be completed.

There are five Bridges on the Raleigh and Gaston Rail Road, most of them in situations of peculiar difficulty. There are five Bridges in the world higher than that over Tar River. The aggregate length of the Bridges is 3,240 feet, and their cost will be \$155,000. When this is included, the cost per mile of the Road will be \$14,378.

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there is any reason to suppose that we will not derive a handsome revenue from this source. The local travel on the Raleigh and Gaston Road will be very great, and good stage lines branching off at Henderson and at Raleigh to the West, will bring a great deal of travel to the Road.

Considering all these circumstances, it seems to me that the stock cannot be less than 6 per cent. stock, even if the Road is never extended south of Raleigh.

In a Report recently made on an examination for an inland communication between Wilmington and Charleston, by Mr. White, Civil Engineer, he says: "Let us for a moment reflect what will be the consequences of neglecting or delaying the execution of this project. The line of Rail Road which is now completed to Raleigh, would be pushed on to Columbia and to Augusta, and then our already languishing portion of the State would be laid prostrate."

Let us, for a moment, examine into the chances of this most desirable connection being formed. Surely each Stockholder in the Raleigh and Gaston Rail Road has the deepest possible interest in promoting it.

Nor has the Georgia Rail Road Company less to fear than the Charleston and Hamburg Road. The completion of the Macon and Savannah Road would draw off the greater part of this travel; and the Brunswick and Florida Road would deprive them all of the travel from New Orleans.

The City of Charleston would be very injuriously affected by the travel going through Savannah or Brunswick, for it would then pass Charleston in a Steam Boat, without stopping, so that neither the City of Charleston, nor the Rail Road in which that City is so deeply interested, could be affected otherwise than injuriously, by the completion of this inland route from Charleston to Wilmington, and these other Roads in Georgia.

In reviewing the whole subject, we see that such a vast amount of capital is dependent for its value on the completion of the Raleigh and Columbia Road, that we cannot entertain a rational doubt of its being effected at no distant period.

All which is respectfully submitted. C. F. M. GARNETT, C. E.

WHEELER'S BALSAM OF MOSCATELLO.

This celebrated remedy for Diarrhoea, Dysentery, Dyspepsia, the Summer Complaints of children, and various other diseases arising from a disordered state of the digestive organs, has already received a greater share of public patronage and confidence than any other vegetable preparation extant, and the proprietor has heretofore published certificates of its efficacy from some of our most respectable citizens, including, among others, Major Charles Mape, U. S. Army, Captain Depuyser, packet ship Columbus, Captain Amos Leeds, and scores of other equally reputable names.

New York, Astor House, August 9th, 1838. Dear Sir—During my stay here, two of my children, of three and five years of age, were attacked with a violent diarrhoea, and from the high recommendation I had from S. H. Brooks, Esq., of your Balsam of Moscatello, I did not hesitate to administer it, and I am happy to say it gave immediate relief. The children are now both well. You are at liberty to use this in any way you think proper.

Your obedient servant, J. T. CONWAY, Governor of Arkansas. Mr. J. Wheeler, Oculist, &c., 33 Greenwich St. New York, Southern Hotel, 157 Broadway, 9th Aug. 1838.

SADDLERY!

THE Subscriber returns his thanks to his friends, customers, and the public in general, for the liberal patronage heretofore bestowed on him, in his line of business, and hopes by a diligent attention to business to merit a continuance of the same.

There may be, at all times, found in his shop, on Fayetteville street, on the north of the large brick building of B. B. Smith, Esq., a general assortment of the following articles, viz: Gentlemen's best plain Saddles, Gilted and Shafieu, do. Also, Bird's patent Spring Seat Saddles, of all kinds, gilted and plain, Common Saddles of all kinds, Ladies' Saddles, great variety, A very large supply of Carriage Harness, both brass and silver plated, Barouche Harness, Gig & Sulkey, do. Jersey Wagon, do. Saddle Bags, Trunks, Whips, and Spurs.

Repairing of all kinds, done in the best style, and at the shortest notice. C. W. D. HUTCHINGS, Raleigh, June 26, 1839.

SPLENDID LOTTERIES FOR JULY.

\$40,000—\$12,000!! Virginia State Lottery, For the benefit of the Mechanical Benevolent Society of Norfolk. CLASS No. 4, FOR 1839. To be drawn at Alexandria, Va. on Saturday, 13th July, 1839. 14 Drawn Numbers out of 78. SPLENDID SCHEME.

30,000 DOLLARS!! 30 Prizes of \$1,500!! VIRGINIA STATE LOTTERY, For Endowing Leesburg Academy and for other purposes. CLASS No. 4, FOR 1839. To be drawn at Alexandria, Va. on Saturday, 20th July, 1839. BRILLIANT SCHEME.

\$30,000 CAPITAL!! 100 Prizes of \$1,000!! VIRGINIA STATE LOTTERY, For the benefit of the Town of Wellsburg, Class No. 3, FOR 1839. To be drawn at Alexandria, Va. on Saturday, 27th July, 1839. GRAND SCHEME!

Orders for Tickets and Shares or Certificates of Packages in the above Magnificent Schemes will receive the most prompt attention, and an official account of each drawing sent immediately after it is over to all who order from us. Address, D. S. GREGORY & Co. Managers, Washington City, D. C. On Richmond, Va.

Female School in Hillsborough—The Fall Session of Mr. & Mrs. Scawell's School, will commence on the first Monday in August. English Studies, \$17 50. Music, 25 00. Drawing, 10 00. French, 15 00. Those desiring more information, are referred to the following gentlemen, most of whom have children or wards at this School: Hon. F. Nash, Hillsborough. Dr. James Webb, do. J. W. Norwood, Esq., do. W. Cain, sen. Esq., do. Judge Mangum, Orange. Rev. D. Lacy, Raleigh. Rev. F. Nash, Lincoln.

BANK OF THE STATE OF NORTH-CAROLINA.

A DIVIDEND of five and quarter per cent. on each share of the Capital Stock of this Bank having been declared by the President and Directors thereof—the same will be paid (less twenty-five cents on each share belonging to individuals, retained for the tax due to the State) at the Bank on the first Monday in July next, and at the several Branches and Agencies fifteen days thereafter. By order, C. DEWEY, Cash'r. N. B. Stockholders who have heretofore received their dividends at the late Agency at Leaksville will be paid hereafter at the Agency of this Branch at Milton. C. D. Cash'r. Raleigh, June 17, 1839. 34 Sw.