REMARKS OF MR. BRIDGES,

OF FRANKLIN,

elivered in the House of Commons of North Carolina in favor of his Resolutions in relation to the North Carolina Rail Road.

Mr. Speaker: I rise to offer a few remarks in pport of the Resolutions which I presented to the ouse a few days ago. I know, sir, that there are en here whose opinions differ from mine in regard Internal Improvement by the State. I readily and heerfully concede to them the right to entertain and rge their peculiar views, while I claim for myself e same privilege. I wish to discuss this subject irly and frankly before this House, and beg leave ere to remark that I am clearly of the opinion that is subject should involve no party issue, and hope never may; because in it all parties without disnction are interested. I admit, sir, that there may e a time, and that time not far in the future, when it ill be not only *expedient* but absolutely necessary to uild the North Carolina Rail Road; but I contend at the present is not the time? Why do I thus ontend? Look you to the Governor's Message and hat do you there find? That the State is clear of ebt, with money plenty and to spare? No, sir, but at she is involved in a heavy debt; and the present egislature is called upon to make provisions to pay, ot the principal, but the interest of that debt. Allow e to inquire, sir, what has thus involved it in debt? Will it be denied that the proper answer to this queson is Railroads? It will doubtless be contended, y gentlemen who differ from me on this subject, at the Raleigh and Gaston Railroad is no Road at ll, and should not therefore be received as a specien. That is a sound principle which directs men judge of the future by the past. Sir, I well reflect that during the session of the Legislature in 838 the stockholders in this said Raleigh and Gasn Railroad assembled around this Hall as thick as lackbirds around an oat stack, and had more to do legislation than did the members elect; declaring at that Road would yield a large dividend, and that e State should not lose one cent by suffering her me to be used as security.

Sir, I ask what has been the result? Did those en, who then reasoned with so much philosophy d apparent plausibility comply with their promises? acts prove that they did not. Will it be assumed at men are more honest now than they were in '38?ardly, I think. Indeed, sir, have not the stockolders in the North Carolina Rail Road already, in e provisions of one of their By-Laws, practiced aud upon the people? I assert that they have, and proof of the assertion adduce the testimony of a ember of the Board of Directors, who is present, e honorable gentleman from Wake. What did he y? He said the stockholders were to have *preferce* in taking contracts. Is this all? No, Sir. He ld the people, when the individual stockholders cked about $80,000 of making up the million to be bscribed by them, that he would prove to those ho would take stock that they would lose nothing, en admitting their stock to be of *no value*. How d he establish this position? Why, said he, if you ke stock to the amount of $5,000 you can have a ntract of $15,000, by which means you will make ore money than you would by keeping your hands your farm. And how was this made manifest? hy, sir, by showing that any one who would take ock to the amount of $5,000 would be entitled to estimated contract of $15,000. And how was s contract to be estimated, or how was this estiate to be made? It was to be so made as to allow e person taking a contract one dollar per day for ch hand that he might work.

Now let us examine these promises for a moment. llow the wages of each hand to be one dollar per y, then, according to the conditions of the charter, e State pays 66⅔ cents of that sum and the individi 33⅓ cents. Allow then 26 days to the month, ch hand employed by a contractor earns of the State's nd $17,33⅓ per month—excellent wages. So it comes manifest, Mr. Speaker, that stockholders in is enterprise stand in the relation of sham co-partrs to the State—putting in 33⅓ cents to the dollar d taking it out again without sustaining the least ss, the whole risk of loss resting upon the State. oreover, it seems from the above facts, that the sum two millions of dollars is to accomplish the work which the charter contemplates *three* millions. I w ask is this not a violation of justice, admitting to be no violation of the charter? Is it not granting clusive privileges, which the Constitution expressforbids?

wish, in the next place, to examine the act of the gislature of 1848–'9, which granted this charter. hat does that act provide? It provides that when one million shall have been subscribed, 5 per t paid in, and the work commenced in three years, Company shall be incorporated. It further proes that whenever the sum of $500,000 shall have n paid by individuals, the Board of Internal Imvement shall subscribe $2,000,000—one fourth to paid as soon as the work is commenced, and the e sum at the expiration of every six months thereer, till the whole sum is paid. Now, sir, how s that act propose to meet the payment of this n? It proposes to authorize the public Treasurer issue certificates signed by himself and counterned by the Comptroller, in sums not less than one usand dollars each, with the faith of the State ged to redeem those bonds. Is this all? No. The stock owned by the State is to be also dged; as if those passing the act were in doubt ether the credit of the State was not impaired, and elieve such apprehensions gave a mortgage upon State's stock. Mr. Speaker, I invite gentlemen examine the reports from 1838 up to the present e, and see what amount of debt has been brought n the State by Railroads. And sir, who have n benefitted? It has been affirmed that all the ple have been benefitted. This I deny, with the id conviction that in so doing I express the senent entertained by two thirds of the freemen of orth Carolina, who to-day would testify that they e not been benefitted one farthing. But it is urt that whatever may have been the results of other tems of Internal Improvement in the State, the tral Rail Road will benefit every man. Now, Speaker, if this enterprise promises such unquesble profit, why in the name of reason has not a ficient number of individuals become convinced of take the whole stock independent of the State's operation? Is it answered that individuals posnot the necessary capital? Sir, this is no answer ll; for is there not more money vested in Bank k in North Carolina than is requisite to build the ral Railroad, and is not that stock owned by induals? This I presume no gentleman will preto deny. How then comes it to pass, Mr. Speaker, that individuals are not now able to raise $3,000,000? The reason is obvious. It is not because ility but disinclination, growing out of a well nded apprehension that this said North Carolina road will be a losing project. Thus clearly destrating the fact that men are anxious that the e should assume a risk which they are not willto incur themselves. As I have before remarked, individual stockholders can lose nothing, even tting their stock to be of no value; but in the t of a failure, the State is bound to lose the two ions, the amount of which she is pledged to take ock. And where will this two millions go to? ill be drawn by individual stockholders from the ic Treasury to pay the wages of hands by them oyed in working out their own contracts. I said ll be drawn from the public Treasury, which in ness is not correct, because we have no money e public Treasury for that purpose; but all know odification necessary to establish the aptness of expression.

ay we have no money in our Treasury for that ose. But it is urged by the friends of the Road we have thirty years in which to pay it. Suppwe do, still we have the interest to pay semilly, which according to the usual method of calion, will amount to upwards of one hundred and ty three thousand dollars. But the principal remain unpaid thirty years, at the expiration of h time, we, in all human probability, will be ping in our graves, having left this heavy debt the shoulders of our offspring. Sir, I am unng to entail upon my children a burden which I ot willing to bear myself. Therefore, I say if money is to be raised, in the name of posterit us commence it at once, and leave it not upon hands of those who have no part or lot in conng the debt. Mr. Speaker, allow me once more fer to the circumstances under which the bill passed chartering the North Carolina Railroad. that bill receive the sanction of a majority of the bers who composed that Legislature? No sir, five or six members were absent, who, had they present, we are confidently assured would have ted the measure. Was it fair dealing, sir, saynothing of the expediency of the matter, to pass a bill, at such a time, by the mere majority of a vote?

Sir, I assert that this act was effected by a *log rolling* procedure in the Legislature which passed it. And how does this appear? Why sir, the strong friends of the road called upon the members from the East who resided contiguous to Neuse and Tar rivers, promising them that if they would support the bill chartering the Road, they (the friends of the Road) would go for an appropriation of $40,000 to clear out the Neuse from Smithfield to Newbern, and $25,000 to clear out Tar river from Washington to the falls. And what was the promise made to the Senator from Richmond and Robeson (Mr. Rowland?) That if he would go for the Road, he should have $15,000 to clear out Lumber river; but when his bill came up they refused to give him any thing; and I suppose he lost sight of the time specified by the rules for reconsidering, and when he made a motion for that purpose, was told by the Speaker that his motion was not in order.

Is this all? No sir. It is well recollected that on this question there was a tie in the Senate, and it was, per consequence, decided by the casting vote of the Speaker.

Now, sir, does any man entertain, for one moment, the opinion that if this question had been submitted to the decision of the people, it would have been decided as it was decided? I presume no man in his senses, will assume such a position. Then, sir, Is it not evident to every reflecting mind, that the sovereign power has been taken from the people—the hard-fisted, hard-working, tax-paying people, who are the props and support of every government—and wielded by the hands of a few? Sir, is this right? Is it Republicanism? Is it Democracy? Is it not rather making the people the conservative, and the Representative the sovereign? And I wish here to ask, can it possibly be doubted that if all the freemen of North Carolina were here, in council assembled, a majority of them would vote for my Resolutions? Surely no sane man can doubt it. If, then, the people are for my measure, how, in the name of Republicanism, can the representatives go against it?

Mr. Speaker, I wish for a moment, to call the attention of the House to that portion of the charter which relates to the Raleigh and Gaston Rail Road. The act provides that whenever the company shall subscribe $500,000, they shall have the power to mortgage one half of said road with its appurtenances to enable them to purchase a part of the iron. It further provides, that when they shall have expended this sum in T iron, or heavy iron, weighing not less than 50 lbs to the yard, and laid the same on the road, the Governor shall be authorized to sell and convey to the said company one half of said road with its steam shops, engines, water-stations, &c., for the expenses incurred.

The act further provides, that from and after this contract, the old stockholders and obligors to the State shall be forever released from the payment of the bonds which I contend they justly owe the State.

Now, sir, the same question recurs here which I had occasion to ask respecting the Central Road, and to it precisely the same answer is applicable. The question is, if stock in this road is to be so very profitable, why have not the old stockholders taken it? Is it not too obvious to need illustration, that serious doubts are entertained respecting the profit of the stock, the risk of which they are not willing to take upon themselves, but are perfectly willing that the people should assume it? This is another proof of the principle of anti-republicanism to which I have taken occasion before to refer, as being entertained respecting these railroads. It is notorious, Mr. Speaker, that a lean minority are seeking to be benefited without the consent, yet, at the expense of a large majority.

There is one item which I omitted in speaking of the Central Road, to which I will here briefly refer. You recollect, sir, that the act provides that in the event the contemplated sum, three millions of dollars, should not be sufficient to build the road, the books are to be opened for new subscribers, or the necessary amount raised by selling new stock, or by borrowing on the credit of the company, and that of the charter and works. And the manner in which the same shall be done, in either case, is to be prescribed by the stockholders at a general meeting. I ask, what is here shown? Why, sir, most conclusively that those who voted for the charter were in doubt whether $3,000,000 would build the road, and durst not fill the blank with the words, "the amount sufficient to complete the work," fearing that it would be more than the people would submit to; and I suppose they thought the better plan was to feed them on *soft* corn until they should so far progress with the work that turning back would be out of the question, and then they would administer the *hard*.

Mr. Speaker, I ask, is not here a fair chance for imposition? What amount cannot that company borrow? for two-thirds of which the State will be bound, be it what it may. Then, sir, you have a corporate company *without limit*, saying nothing of *perpetuity*, so far as borrowing money on the credit and faith of the State is concerned.

I am aware, Mr. Speaker, that many are ready to pronounce me an anti-Railroad and an anti-Internal Improvement man throughout. But, sir, the principles which I hold respecting this subject merit no such title. I am as much in favor of Internal Improvement as any man here, provided the system be conducted by *individual* enterprise. But, sir, when the people are to be taxed to accomplish any system the benefits of which are not, and cannot be *equally* distributed throughout the whole State, I feel bound to record my vote against it. And my principle respecting this subject, is by no means a novel one. Sir, is not Great Britain more distinguished for Rail Roads than any other empire on the Globe? And what, pray, has been the policy which she has pursued in accomplishing her giant models of Internal Improvement? Has it been a union of State with individual enterprise? So far from it, sir, Parliament *has levied an enormous tax on Railroads built by individual effort*. The same principle for which I am here contending has been clearly exemplified in the Northern States of our own country. Examples are not wanting then to show that it is bad policy to combine the State with individual enterprise; for we are informed that wherever such a union has been effected, a *failure* has been the result; but where individuals, unaided by the State, have taken the matter in hand, success has crowned their efforts. This I believe to be the true policy, and the only policy which can receive the sanction of the freemen of North Carolina; and before I would sustain, either by word or deed, a principle which I believe to be adverse to the wishes of a majority of my constituents, I would resign my seat and go home.

I have now done in regard to this subject, what in good conscience I have conceived to be my duty, and the will of my constituents, by which latter consideration my conduct shall be strictly guided so long as they see fit to honor me with their confidence.

RAIL ROAD MEETING IN MILTON.

Agreeable to public notice a large and respectable meeting of the citizens of Milton and its vicinity convened at Temperance Hall, on Thursday evening the 12th December, 1850.

The meeting was organized on motion of Mr. Watkins, by calling James R. Callum, Intendant of Police to the Chair, and appointing C. N. B. Evans and Wm. M. Nance as Secretaries.

The object of the meeting having been stated by the Chairman, it was addressed at some length by N. J. Palmer Esq., on the importance of a Rail Road from Milton to connect with the Central Rail Road about to be constructed from Goldsborough to Charlotte N. C., who offered the following resolutions:

Resolved, That a Delegation be appointed by the meeting to visit the City of Raleigh and obtain, if practicable from our Legislature, a charter for a Rail Road on the most advantageous terms, from Milton to connect with the North Carolina Central Rail Road at the most convenient and eligible point.

Resolved, That our Senator and Representatives in the present General Assembly be and they are hereby earnestly requested to use their best efforts to obtain this Charter, the same being an object in which the citizens of the whole county are deeply interested.

The resolutions having been read and *unanimously* adopted by the meeting.

The following Delegates were appointed: John Kerr, Esq., Richard J. Smith, Esq., M. McGehee, Esq., Dr. N. M. Roan, N. J. Palmer, Esq., and J. B. Barrett, Esq.

On motion the name of the Chairman of the meeting was added to the Delegation.

On motion,

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretaries, and published in the Milton, Hillsboro', Greensboro', and Raleigh Papers.

The meeting then adjourned.

J. R. CALLUM, *Chm.*

C. N. B. Evans, Wm. M. Nance, } *Sec'ys.*

REMARKS OF MR. CAMERON,

OF CUMBERLAND,

Delivered in the Senate, on the 23d December, 1850, on the Resolutions of Mr. Woodfin, relating to an extension of the North Carolina Rail Road east and west.

Mr. Speaker: I do not purpose, sir, to detain the Senate long, on the subject now under consideration, but a duty I owe to myself and to those whose humble representative I am on this floor, impels me to a task, I would gladly have seen undertaken by another. I am aware sir, that in taking the position I feel constrained to take on this subject, I shall lay myself open to the charge that has been made on this floor, against those who do not go the whole figure on the subject of Internal Improvements, as being *demagogues* and panderers to the prejudices of the people. But, sir, whether I am charged as such, in this chamber or out of it, I shall discharge my duty.

As I understand the resolutions on your table, they propose certain declarations to be avowed by this General Assembly, as the settled policy of the State in the extension of the Central Road east to Beaufort and west to the Tennessee line; and the Senator who introduced them, has given notice in advance, that they are adopted, he shall then ask an appropriation for making surveys, and estimates of the probable cost of such an undertaking. Now, Mr. Speaker, there will be found, I imagine, few individuals who would not desire to see the resources of our State developed to the fullest extent, and who would not express that desire in the form of resolutions or otherwise, who nevertheless, would be unwilling to embark the State as a copartner in a scheme, which may, and probably will cost many millions of dollars, at a time too, when the State is already involved actually and prospectively in several millions of debt. I say *prospectively*, the State is about to become thus a debtor. Well now, Mr. Speaker, it may be that I have not kept pace with the more than locomotive speed of the imaginations of some persons on this subject, and that I may be considered as behind the times.

I was not a member of the last Legislature, and had not the pleasure of hearing the very able and eloquent speeches made on this subject. But, sir, I was not an inattentive observer of what passed here. If my memory does not fail me, we were told, that by the construction of the Central Road, from its intersection with the Wilmington Road to the town of Charlotte, and from thence by the Turnpike Road over the mountains to the Tennessee line, North Carolina was to be regenerated, redeemed and disenthralled—that she was to be cut loose from her state of vassalage to Virginia and South Carolina. Well, sir, charters for these works were passed, and the initiatory steps have been taken to construct them. But before a spadeful of earth has been thrown up—before the charter of the rail road has been actually secured by the necessary amount to be paid by individuals, we are called on to commit the State, so far as can be done by resolution, to a still more gigantic scheme. The people of the State have scarcely recovered from the surprise of what they considered a vast undertaking, before they are brought to contemplate—in the distance, 'tis true sir—a scheme that might have staggered even a DeWitt Clinton. For one, Mr. Speaker, I thank the Senator from Buncombe, for thus early shadowing forth the ultimate end of those who advocate these resolutions. We at least cannot complain of a snap judgment. It is my purpose now, Mr. Speaker, to notice some of the arguments brought forward in support of the resolutions.

The subject of Internal Improvements in this State has long occupied the public mind, and the advantages of Railroads have been the theme of many an orator. It is doubtless true, as asserted by the Senator from Guilford, that the failures attendant on those schemes in North Carolina, hitherto have tended to retard the spirit that has been some time awakened, particularly the failure of the Raleigh and Gaston Road. But, sir, if all the advantages were to flow from the construction of Railroads, as described so eloquently by the Senators who have preceded me, I can hardly think that one failure, or many failures, would thus long have operated to prevent the State's becoming a partner in these works. It is not that, sir; the cause lies deeper—it is the geographical position of your State, and the consequent impracticability of concentrating the trade of the State *within the limits* of the State. The people inhabiting the counties on the northern borders of North Carolina, find an easier market in another State, and they will continue to seek that market. The people residing in the western and southwestern counties, find their interest leads them to the markets of South Carolina and Georgia, and sir, if the Central Road was to run from the extreme western limits of the State to the Ocean, such in my opinion would be the case. Senators have described in glowing colors the condition of the northern States, and ascribed their present prosperous situation to the Railroads they have constructed. Here again, Mr. Speaker, is in my opinion another error; the effect is put for the cause. The people of the North have been enabled to construct their roads and other improvements, by the tax levied on southern labor by means of Congressional legislation. A protective tariff, which was the policy of the government for many years, (but happily no longer so,) has created an amount of wealth at the North, justifying them in embarking in these works of Internal Improvement. The large sums of money drawn from the national treasury, annually appropriated for public works at the North, has enriched these States, while the producing States of the South have been impoverished by this unequal taxation and distribution. With few exceptions, the southern States have received but little at the hands of the general government, and if there be any truth in the remark, that individual wealth constitutes the wealth of a nation, then, it is no longer a matter of surprise that the North is prosperous, while the South remains stationary, or at any rate, is not so far advanced in wealth and prosperity.

Much stress was laid on the success attending the opening of the Erie Canal. Do gentlemen reflect on the connexion which that Canal affords?—that the inland seas which abound in the western portions of New York are surrounded by lands as fertile as any on the globe, and that to make these lands available a communication must be had with the ocean, and that this connection could only be had by means of a Canal? But here I can see no parallel. We have no inland seas, though we have fertile lands; yet, unfortunately, these lands are so situated as to be invited to a market beyond the limits of the State; and I strongly incline to the opinion that if your Railroad was built to connect the "blue waves of the ocean" with the "blue mountains" of the west, that the trade of that country would continue to find its outlet through its accustomed channel.

But, sir, Senators have pointed to Georgia, a Southern State, as evidence of the utility of Railroads. No one, sir, I presume, questions their utility when they can be constructed without imposing too heavy a burthen on the people. Gentlemen will recollect the fact that Georgia has been enabled to create a fund for internal improvement through the means of the public domain lying within her borders; as have also all the new States who have embarked in these works. Scarcely a Congress passes without making donations of lands for purposes of internal improvement. Have we any facilities of this kind? Can North Carolina enter the lists, unaided as she has been and will be, with the young States of the west, who are furnished by the general government so liberally out of the common fund? Can she hope to pursue with the same rapidity this desirable (if you choose to call it so) emulation against such fearful odds, without exciting some apprehensions as to the probable consequences? It is known to all that the appropriations made by the last Legislature excited alarm, and in some minds discontent. I do not mean to discuss their merits or demerits now. These acts have become the law of the land and must be acquiesced in, and the public have begun to be reconciled to them; but I warn gentlemen that by going too far now they will cause a reaction in the public mind against the whole scheme, and retard rather than advance the cause they advocate. Prudence would seem to dictate the policy of finishing what is begun before embarking in other and more extended plans. Give me demonstration of the practicability of what you propose to do by showing the results of some attempts; then with public confidence enlisted in favor of this scheme, you may hope to unite the public voice, and not until then. Confidence is a plant of slow growth, easily nipped in the bud, and when once destroyed not easily resuscitated. Let Senators then be cautious, for they will by overweening anxiety make opponents to the cause, when no necessity exists for it. Believing, Mr. Speaker, that these resolutions are premature and calculated to do no good, but on the contrary much of harm to the interests of the State, I shall vote against them in their present shape.

I come now to notice some of the remarks which fell from the Senator from Moore. He tells you, sir, that his amendment was offered, not to relieve his mind from any embarrassment, for he felt none, but could vote for the resolutions in their original shape, but that some of his friends were placed in a position of embarrassment. For myself sir, I wish to say that I have felt no way embarrassed—my course has been formed from the beginning, and I only desire to be understood that the proposition to amend, as suggested by the Senator from Moore, did not originate with me. His amendment certainly makes the original proposition less objectionable, but does not remove *all* the objections.

The Senator from Moore has felt it his duty to reflect on a portion of my constituents, in a manner that requires a few words from me. Why he has done so I cannot say. He says that the people of Fayetteville think that "wisdom was born with them and will die with them." These were his words I think sir. Now what act of theirs justifies such a declaration? I should like to know it. Like every other community, they are alive to their interests, and I am yet to be told, the time or the occasion when they have arrogated to themselves superior wisdom or sagacity. They have had reverses incident to all commercial communities—they have met these reverses as men should meet them—they have worked themselves out of them as well as they could, and if their misfortunes have made them cautious, it is an evidence of prudence, for which they should be commended.

The Senator says they did not subscribe, and complains of it, to the projected improvements on the Cape Fear River above Fayetteville, under the late charter. On that subject, sir, I am not particularly informed, though my impression is that some stock was taken—how much, if any, I know not. But in this connexion he ought to have told you that they were then bending all their energies to secure the charter for the Plank Road to the west. Sir, they have succeeded in this laudable enterprise, and they have the proud satisfaction of seeing that eminently useful work in a course of rapid completion. This was the reason why but little stock was taken in the River scheme—not that they were indifferent to or opposed to it. If there were any such, I know them not. Another reason, Mr. Speaker, which occurs to me at this moment, why they did not subscribe to the river improvement was the further fact that they were desirous of securing the Bank charter granted by the last Legislature. By the aid of some stock subscribed abroad, the charter was secured, and the institution is now in successful operation.

The Senator spoke, I thought, sneeringly of the former attempts to improve the river by means of a canal, calling it a dirty, muddy ditch. Well, sir, I agree with him that it was what I should denominate a "*sublime* failure." But who, Mr. Speaker, projected that improvement and failed in its completion? Not those, sir, "with whom wisdom is born," but by one of your *scientific* Engineers, brought from Europe by the State and kept in her employment for a number of years. He projected it—he surveyed it—he pronounced it practicable, and like some others of the present day, made large calculations on paper as to the profits. Were they realized, sir? Go ask those who on the faith of these calculations embarked their means in the hope of improving the State and their own fortunes, but who were doomed to disappointment. Is it for this that the Senator thus spoke of them? Had they not good reason for the exercise of caution and a little prudence? Well sir, the Senator spoke of a Railroad in that place—a Rail Road without iron. True, sir, there was one there of that description, about a mile in length. It was an experiment made by the people themselves, at their own expense, and when it was found not to answer, it was abandoned and there was an end of it; those who paid their money, submitted to the loss; and sir, what of that? Is that a subject of reflection on their patriotism or their intelligence?

The Senator also spoke of the opposition of the people, or a portion of them, to Gov. Manly, for his course in relation to the location of the Plank Road. It was an honest difference of opinion as to the best route. They thought, or at least a portion of them, that by pursuing a line that would soonest reach the grain growing country of the Deep River, the more trade and travel they would invite to the road. The Governor thought such a route might conflict with the interests of the Navigation Company, and as the representative of all the interests of the State, felt it to be his duty (honestly, I have no doubt,) to cast the vote of the State for a different route.

Mr. Speaker, I may possess less sensibility than others around me. I may not be as sensible to the charms of eloquence or the force of logic as some others, but there is one emotion of the human heart, that I am peculiarly alive to, and that is regret at parting with a friend. Sir, I could resist the strong and lucid logic of the Senator from Buncombe, the soft and persuasive eloquence of the Senator from Craven, the bold and thrilling bursts of reason that fell from the Senator from Guilford; but sir, when the Senator announced from his place with the gravity that indicated sincerity, that unless something was done for North Carolina at this session of the Legislature he would leave the State, I confess my courage had well nigh failed, for indeed, sir, I *felt very sorry*.

Sir, I trust the Senator will reconsider his determination; that he will unite with those of us who expect to remain in advancing as far and as fast as it can safely be done, the interests of North Carolina. With her *my* destiny is identified, for weal or for woe. I stand by her, and I intend to stand by her, whether she builds Railroads or does not build them. I feel keenly every thing that affects her interests—shall glory in her prosperity, and shall watch with jealous care her rights, her interests, and her honor.

[Correspondence of the Baltimore Sun.]

WASHINGTON, Dec. 26, 1850.

The Union Movement—Great Union Party—Seward and the President—Quiet in Congress, &c.

The *Union* movement in the North goes on prosperously; and it has made such rapid progress, in the last three months, that many predict for it complete success before the next fall elections. In the towns and cities, both parties fell into it with zeal and unanimity. I am much struck with the fact that in places where the spirit of abolitionism has revelled without check, for years, as in New Haven and Bath, nearly the whole mass of legal voters have come up to the rescue of the Union and the Constitution.

But it is not necessary that we should be deceived by a deceitful claim. If we find the old parties still clinging to those separate organizations, and both ready to purchase State and federal power and patronage by co-operation, at *elections*, with the free-soilers, then we shall have peace and quiet only till after the fall elections. No man who notices the Seward organs and is conversant with their movements and policy can fail to perceive that he is gathering strength by rest, and will be prepared to arise refreshed like a giant from his slumbers.

The positions taken in some Southern States, are at this moment availed of as the best capital of the fugitive law and anti-constitutional party of the North. The truce between Seward and the President, is looked upon with suspicion. His constant appearance at the White House; his overtures for present quiet, when he has no object in, and no strength for, agitation; the retention by his followers, of all the offices worth having in New England and New York; his control of, and identity of interest with some of the public offices here; his effectual command of the State government of New York, and undoubted success in defeating Mr. Dickinson, as a candidate for re-election to the U. S. Senate—all these things combined render doubtful and precarious the present calm.

A Union party cannot be consolidated while the great prizes of politics are to be won only by courtship of the Abolition party, which, in another year, will again be strong enough to hold the balance of power.

Congress is very quiet, dull, and thinly attended. Many members are absent, and for that reason as well as for the reason that there is little or nothing to do, both Houses have concluded to give to the holidays the rest of the week. Ion.

Counterfeit Spanish Coins. Thompson's Bank Note Reporter cautions the public against receiving Spanish silver coins. Spanish dollars are in circulation which are such excellent counterfeits that the ordinary tests with acids are of no avail. They are of copper, thickly coated with silver, and can only be detected by filing.

Dr. McIlvaine, a distinguished Physician of Charlotte, says the Small Pox *is* in that place, as he believes, from a careful examination. Who is to decide when doctors disagree? *Asheville News.*

University of Virginia. There are 365 students at the University this session, a number exceeding that of any previous year since its foundation. There are 95 students from other States.

SEMI-WEEKLY STANDARD.

The Constitution and the Union of the States: "They must be Preserved."

RALEIGH:

WEDNESDAY, JANUARY 1, 1851.

THE DEAF AND DUMB—GOV. MANLY.

We felt it to be our duty, in our paper of the 21st December, to correct some misstatements in the late Report of Gov. Manly as President of the Literary Board, so far as that Report touched the affairs of the Institution for the Deaf and Dumb. We did this in no unkind spirit, and with no disposition to do injustice to Gov. Manly. Indeed, we not only disclaimed any wish to annoy a "fallen foe," but our article itself bears ample evidence in its every line that we merely sought to "correct his misstatements, and to set forth the facts, as they exist, before the Legislature and the public."

The Raleigh Register—Gov. Manly's organ—instead of acknowledging the truth of our statements, and treating our remarks in the same spirit in which they were made, flies into a passion—puts on airs—denounces our article as "malignant and bitter"—and finally indulges in charges and insinuations against the Board of Directors of the Institution and the Principal of the Institution, which are unjust, illiberal, and totally unfounded in fact.

Now, what we have to say to the Register in regard to our statements is, that we adhere to the facts as set forth in our first article; that those facts have not been met by the Register, nor can they be. That paper may evade and plead specially, as it has done already; but an enlightened public will see through that, and will *know* that the Register's course in this matter was dictated by the determination to defend Gov. Manly, *right or wrong*.

The Register endeavors to produce the impression that Gov. Manly did not know, at the time of making his Report, that there were more than eighteen pupils in the Institution. We do not say that that paper makes any direct assertion to this effect, but this is the inference to be drawn from its remarks. We repeat, the list handed in by the Principal, of the names of pupils whose Counties had not paid for them, furnishes *no* criterion by which to judge of the number of pupils actually in attendance. In May, 1850, there were twenty-two pupils in attendance, twenty of whom were beneficiaries in whole or in part; but yet the Governor, proceeding upon the number of *eighteen*, whose Counties had not paid, and *going back to May*, 1850, recommends that, on account of the smallness of the number of pupils *at that time*, the annual appropriation be curtailed! And in the financial portion of the same Report, as if to strengthen this recommendation, the Governor makes a mistake of $5,000, the result of which mistake goes to show that the Institution has on hand $5,000 more than it really possesses for Educational purposes!! The Register does not even allude to this point in its attempted reply.

Now, we take leave to state the fact that the Governor was authoritatively informed, before his Report was made out, that the Institution had under its care at least *thirty* pupils the present session; and this information was given him in order that he might avail himself of it, if he should think proper to do so, in his Report to the Assembly. He *knew*, at the time he wrote his Report, that there were thirty pupils. Why did he not allude to this fact? Why did he go back six months, and take an *assumed* number as a *reason* why the appropriation should be reduced? Would it have given him *much* trouble to have said that *now* the Institution numbers thirty pupils, whereas, in May, 1850, it numbered eighteen, *so far as he knew?* Did not this large increase give occasion for expressions of gratification at the prospects of the Institution? And was not he, as the head of the State, the very officer to express that gratification? And yet, on this score, he is silent!

The Register admits, in one breath, "the ability of the Board of Directors to manage the affairs of the Institution," and their "determination to manage them properly"; and yet, in the next breath, speaking of the annual appropriation, it asks if the whole amount is to be absorbed every year by the Deaf and Dumb, "or is it to be devoted to *certain other purposes?*" What does this mean? *Is the Editor of the Register willing to let that expression go without explanation?*

But the most "malignant" and ungenerous portion of the Register's article is that which *assumes* that the Superintendent of the Institution (Mr. Cooke) wrote our article of the 21st December, or that we were "instigated" to it by that gentleman. The Register does not "*directly* charge" this on the Superintendent, but *assumes* it as the "current impression." That paper, in a word, only *insinuates*. The charge is totally unfounded—the insinuation is unworthy of the Editor of the Register. The Superintendent of the Institution neither wrote nor "instigated" that article. We did not *copy* it, but we wrote it, every word, with our own hand, and we are responsible for it. It was *our own* article, conceived and written by us, and by no one else. Will that satisfy the Register? And if so, will not that paper do the Superintendent the *simple justice* to set him right in this respect?

The Register, after assuming that the Superintendent had a hand in our article of the 21st December, says "if the motives of the Executive of the State are to be questioned and his integrity impugned, by one of the State's servants, through the medium of a party newspaper, it is high time that a stop should be put to such conduct." Now we assert that the "motives" of the Executive have not been "questioned," nor his "integrity impugned"—but if such had been the case, and if even the Superintendent had done this thing, who and what is "the Executive"? Is not *he*, also, "one of the State's servants"? Is *he* irresponsible, or above comment or censure? If so, then are the principles of the sedition law in full force among us, without having been enacted, and operating, too, under the special supervision of the Editor of the Register! We congratulate the Editor on his new position; but we fear he will not be able to prevent some people from speaking freely and *truly* of "dignities." This is a free country, and when the sedition laws are indeed revived and put in "full force and virtue," we expect to be informed of the fact, and to govern ourselves accordingly. We shall consent to no "snap judgment."

As the Register, by charging the authorship of our article on some one else than the Editor of this paper, has opened the door for questions of this character, we beg leave to know of that paper if *its* Editor wrote the reply which we are now noticing? Was that article *written* by the Editor, or was it *copied?* And if copied, who wrote it? And if not copied, but set up from the manuscript, whose manuscript was it? Was it Gov. Manly's? And if he did not write it, did he not furnish statements for the writer of it? Answer—*yes or no.*

There are other points in this matter we might notice, if we had the necessary space. We repeat, we have no wish for controversy on this subject—neither have we any disposition to deal unjustly with Gov. Manly. Our course, we trust, has shown this. We have sought only to correct his misstatements and to lay the facts before the public; and when insinuations have been thrown out against the Board and the Principal of the Institution for the Deaf and Dumb, we have contented ourselves with showing how baseless those insinuations are. Less we could not have done, in justice to the Principal, to ourselves, or to the members of the Board.

THE LEGISLATURE.

We refer to our columns to-day, for the proceedings of the two Houses from Tuesday the 24th to Saturday inclusive. We are compelled to omit Monday's proceedings.

In the Senate, on Monday, the Slavery question was taken up and made the order of the day for yesterday. The bill incorporating the Raleigh and Gaston Road, and making provisions for improving it, was discussed, but no final action was had upon it. The bill to re-charter the Merchant's Bank of Newbern, passed its second reading. And Mr. Woodfin introduced a bill, which was read the first time, providing for a representation on the part of the State in the North Carolina Rail Road.

In the House, on Monday, the bill for the relief of purchasers of Cherokee Lands was rejected, ayes 50, noes 51. The friends of this bill hope to get it reconsidered, and finally passed. The bill to establish a new County by the name of Williams was reported from the Committee, and also rejected. The question of Constitutional Reform was discussed at length by Messrs. Caldwell of G., Brogden, and Steele; and Mr. Person of Moore, has the floor for Tuesday on the same question. Gen. Saunders gave notice of a Resolution to terminate the debate on this question on Tuesday (yesterday) at four o'clock, on which day the vote will probably be taken.

The subject of Slavery was taken up and made the special order for to-morrow.

We do not perceive that Congress is doing any thing of general interest. Thus far, the vile spirit of Abolitionism has been kept under. This is cause for congratulation. We hope that this salutary quiet may continue.

We observe that Mr. Clay has given notice of an effort to raise our Tariff taxes. He says he wishes to see the Tariff of 1846 taken up and "acted on in a kind, a liberal, and friendly spirit." Mr. Clay will not be gratified in this respect. The country is doing very well under the Tariff of 1846, and the people will not permit it to be disturbed.

We are compelled, in order to keep up with the proceedings, to devote the greater portion of our space to them, and to Speeches delivered in the Legislature. We hope the lovers of general news and miscellaneous reading, will bear with us for a few weeks. After the session, we shall endeavor to fill our paper with matters of interest to all.

The late storm blew down many of the Telegraph wires on the Northern line, and on this account we have failed to get dispatches of late. We hope, hereafter, to have dispatches more regularly.

Telegraphed for the Standard.

New York, December 31st, 1850.

Advance in Cotton. The Baltic has arrived, with latest Foreign news. Cotton has advanced ⅛ to ¼ of a penny. Sales of the week 41,000 bales. Breadstuffs dull, and Naval Stores firm. Political aspect peaceful. Eleven hundred bales of Cotton sold here at previous rates, since arrival of the Baltic.

Mr. Kendall, of the Picayune, came in the Baltic.

Washington, December 31st, 1850

The Senate agreed yesterday to the House Resolution authorizing the assignment of Military land warrants.

The Ledger office, Philadelphia, was destroyed by fire yesterday.

MARRIED,

On Thursday morning, the 19th instant, by the Rev. John T. Sinclair, G. W. Goldston, Esq., of Chatham, to Mrs. Elizabeth R. Ramsey, of Pittsborough.

In Rolesville, on the 19th instant, by the Rev. W. T. Brooks, Rev. W. M. Wingate, of Darlington, S. C., to Miss Mary E. Webb, daughter of the late Jonathan R. Webb of Bertie County.

MUNICIPAL ELECTION.

WE are requested to announce THOMAS M. OLIVER as a Candidate for Commissioner (in the Eastern Ward,) at the ensuing Municipal Election, which takes place on the 3rd Monday in January, 1851.

LAW SCHOOL,

AT HILLSBOROUGH, N. C.

THE next session of this Institution will commence on the 15th of January, 1851, and continue until the 7th of June following.

Young gentlemen who are desirous of reading law with the undersigned, will do well to attend at the first of the session, so that they may be formed into the necessary classes. This will benefit the pupil as well as lighten the labors of the teachers.

The one or the other of the instructors will have charge of the School nearly all the year, and during a portion of the time both will be here to give instructions.

Text-books can be had here at the prices charged by Mr. E. J. Hale of Fayetteville.

Tuition fees for the whole course of legal instruction, will be one hundred dollars.

J. L. BAILEY,
F. NASH.

Hillsboro', Jan. 1, 1850. 17—2m.

Invitation to the Beau Monde.

Drop in and examine

Warburton's Unique Parisian Holiday HAT,

Which will be introduced on Wednesday, the first day of January, 1851.

It is the most graceful and truly superb Hat ever presented.

R. TUCKER & SON,
No. 6 & 8, Fayetteville Street.

Raleigh, Jan. 1, 1850. 17—

A CARRIAGE FOR SALE

A SMALL handsome New York Carriage, original cost $265. Terms as the purchaser may wish.

R. M. SAUNDERS.

Raleigh, January 1st. 17—

To Carriage Makers.

TWO good Wood Workmen wanted. Good wages and steady employment given for twelve months.

A. A. McKETHAN.

Fayetteville, Dec. 26, 1850. 848—3t.

Notice.

THE Subscriber lives near the Academy, and is well prepared to take eight or ten Male boarders. Terms $8 per month. G