

Wilmington and Manchester Rail-road.

House of Representatives, August, 1852.

Mr. PENN. I am instructed by the Committee on the Post Office and Post Roads to report back, without amendment, and with the recommendation that it do pass, Senate bill No. 447, entitled "An act for the relief of the Wilmington and Manchester Railroad Company." The bill simply gives to this company the indulgence to withhold the payment of duty upon their imported iron, for four years, from the Government, for which time legal interest is to be paid. I move the previous question on the passage of the bill.

Mr. McQUEEN. I trust my friend will allow me to make a few remarks.

Mr. PENN. As my friend comes from the district through which the road is to pass, I withdraw the call for the previous question, on the condition that he will renew it.

Mr. McQUEEN. I promise the gentleman to renew it.

Mr. COBB. I would ask the consent of the gentleman to allow me to submit an amendment to the bill.

Consent was not given.

Mr. McQUEEN. Mr. Speaker: I do not propose, at this late period of the session, to detain the House with a discussion at length upon the merits of this bill. I shall, however, as the greater portion of the road to which the bill applies runs through my district, explain its object; and I proceed to do so with the confident belief that when it shall be well understood, there will not be found ten members in this House in opposition to it. The indulgence asked is for a company who are constructing a link of railroad as a continuation of that which now extends as far as Wilmington in North Carolina, over which the great southern mail from the North to New Orleans is now carried, which link avoids one of the most difficult and dangerous lines of navigation upon this continent. Two years ago, an act was passed by Congress, at the instigation of my friend from the Wilmington district of North Carolina, [Mr. Ashe,] granting an indulgence similar to the one provided by this bill for the road extending as far as Wilmington. Between that bill and the present there is the distinguishing difference that that bill provided for the payment of no interest by the company, who were to give bonds for the faithful payment of the duty, whilst this one provides for the payment of every dollar of interest, to be, together with the duty upon the iron, secured by bonds, which are to be approved by the judges of the district courts of North and South Carolina, and made satisfactory to the Secretary of the Treasury. There is also a condition in this act that the money arising from the carriage of the great mail from the South to the East over this road shall be retained in the Treasury, and as it accrues, be discounted with the Post Office Department for the satisfaction of the bonds. This link runs through the level pine forests in North and South Carolina, and is being constructed by the planters of that country, who have mainly worked out their stock in the grading of the road. Gentlemen ask why the company constructing this road come here and ask this small matter? Every one acquainted with the planting interests knows very well the great importance of this indulgence in the payment of the duty upon iron, so that planters who can realize upon their crops but once a year, can measure their payments to suit the season of the year at which they can sell and realize the proceeds of their crops. I assert, indeed, without fear of contradiction, that there is no road in the United States of more importance to every portion of the Confederacy than this one.

The mail is now carried with great facility from New Orleans to Maine upon steamboats and railroads, with the exception of this gap, and about thirty miles in the State of Georgia. The navigation from Wilmington to Charleston is so difficult that there is no part of the route from this to New Orleans where so many disappointments unavoidably occur as on this particular portion. The company now get \$75,000 a year for the transportation of mail from Weldon to Charleston. The act was passed for the benefit of the Wilmington road two years ago, made a similar provision to this in regard to discounting moneys with the Department; and I have been authorized to say that every dollar which has been suspended for the benefit of the Wilmington road, has been paid by the transportation of the mail as it has fallen due. When we look a little into the history of the law in regard to railroad iron, I differ myself that gentlemen will not be disposed later to oppose this bill; because I assert the fact that there has never been the first dollar granted in the way of favors by the legislation of this Government to the planters of South or North Carolina, unless it be by the little indulgence given to the Wilmington Railroad Company two years ago, while the main arteries of northern communication were all constructed during the existence of laws which entirely repealed duty upon railroad iron. In 1832, the duties upon railroad iron were repealed. In 1836, the duties which had been paid by Kentucky and Ohio railroads were refunded to them, upon the ground that they were to be made equal with those having the benefits of the law passed in April, 1832.

Mr. STEVENS, of Pennsylvania. Does not the gentleman know that the railroad companies who made their roads while that law was in existence, paid nearly double the price which railroad iron now costs?

Mr. McQUEEN. I am not able to answer the question as to the precise amount of the price of iron, but I tell the gentleman that, although iron may have cost more than now, it will always diminish in price as a greater number of men engage in its manufacture; but that does not justify, in my opinion, an act imposing a duty of thirty per cent. upon the cotton-planters of the South, for the benefit of the iron manufacturers of the North, when they have been obliged, often, to sell their cotton for less than half the price they formerly got for it. The duty was refunded, in 1838, to the New York and Harlem Railroad Company; actually paid out of the Treasury, by special act of Congress. In the same year, the duty was refunded to the Baltimore and Susquehanna Railroad Company, and by the same act the duty on fastenings and spikes, even, was repealed, and the duty on them formerly paid by the Georgia Railroad Company refunded. In 1842 the duty was refunded to the Philadelphia, Wilmington, and Baltimore Railroad Company. In 1842 all iron for railroads was allowed to be imported free of duty, until March, 1843, and then a duty imposed upon it, and in this interval all the roads which were built, as I maintain, (except one which was built in South Carolina, for which the company never asked a refunding of the duty,) were allowed to have their iron free of duty. In 1838, an act was passed allowing C. Day & Co., to import steamships, even, free of duty. There are facts, comprising the history of the legislation of the country upon railroad iron, as will appear upon the statute-books of Congress. We do not ask, in this instance, one dollar out of the Treasury; we do not propose here to procure legislation by which we shall put one farthing in our pockets. I presume not a man of the planters, who are interested in this railroad, have had, directly or indirectly, a dollar out of the Treasury. I will go further, and express the opinion that not a man in my Congressional district has ever had a dollar of money in his pocket out of the Treasury, as a bonus. We know this Government for its taxes. We have not asked for its bounties, nor do I ask

for its moneys or its lands. I am asked, what is the length of the road? It is one hundred and sixty miles long, and about sixty miles of it are already built and the cars running upon it, and it is rapidly progressing towards completion, at both ends. I have been asked this summer, by gentlemen connected with the post office Department, how soon we will fill up the gap, so that they can put the great southern mail upon this route, in order to avoid the dangerous and uncertain sea navigation, by which it is subject to constant failures.

I am told by the honorable gentleman [Mr. Penn] who reported this bill from the committee, that for several years, while he was connected with the post office at New Orleans, he was well satisfied that nine failures out of ten, which occurred in the great southern mail, resulted on account of the uncertainty of the sea, to be remedied by this road. There is no part of the Confederacy which I do not believe to be somewhat interested in this bill. It is the direct route for the southern people who go East and North in the summer. It is the direct route upon which the northern and southern mail will be carried.

It is a road as indispensable for northern commercial interests as it is for southern—and it is a road which will be as much used by the traveler from the North, as from the South. It is to supply a link in a chain of travel now so difficult and hazardous, that I have had more inquiries made of me by travellers as to the prospect of its completion, than of any other road within my knowledge. I can assert that the stock in this road has been largely taken by planters, who have worked out already the greater part of their subscriptions, and there is consequently no speculation in it; for every dollar of the stock is bona fide taken. So soon as the mail shall have been put upon it, the payment of the duty will commence by this act, and as the Wilmington Company now get \$74,000 a year for its transportation to Charleston, I have no doubt myself, by the time the indulgence has passed, every dollar of the duty will have been paid by mail-services. I will say to my Democratic friends of Pennsylvania, that they need not vote against this bill on account of any injury their iron manufacturers will sustain from its passage, because after an effort to purchase the iron from them, it has been bought in Belgium, and is now bonded at the ports of Wilmington and Charleston, and no deleterious effects can result to their constituents. The bill has passed the Senate without opposition, and is reported with the unanimous approbation of the Committee on the Post Office and Post Roads; I have asked no other favor at the hands of this Congress. I feel a proper interest in this bill for the planters whom I represent, and who, as I have said, have never had and never asked, a dollar from the Treasury; nor do they in this request, in view of former legislation of Congress, but a simple act of justice. It can result in no detriment to the Government, because, as we are told daily, there are fifteen or sixteen millions of dollars surplus in the Treasury.

I am asked what will be the aggregate amount of the duty on this road. As nearly as I can inform the House, I presume it will not exceed \$100,000; had I been able to have gotten this bill before the House at the first of the session, it might have amounted to \$150,000.

From information derived from the president of the road, I believe, and he confidently hopes, the mail may be put on it during the ensuing winter, such is the rapidity with which it is being built.

Mr. MOREHEAD. I will ask my friend at what point the Wilmington and Manchester road will intersect the Columbia and Charleston road?

Mr. McQUEEN. It will intersect at a point (Manchester) on the Camden road, about forty miles above Branchville, which is on the Charleston and Hamburg railroad, and about half way between the two latter places.

Mr. MOREHEAD. Then it will connect directly with Charleston.

Mr. McQUEEN. Yes, sir; and without the difficulty encountered by those who navigate that coast at the mouth of Cape Fear, at which they often have to wait for tide water in order to get over the bar; and it is believed will forward the great southern mail some seven hours earlier than it can be done by steamboat.

Mr. MOREHEAD. I should like to ask my friend from the Petersburg district a question. Where the Southside road intersects the main southern line?

Mr. McQUEEN. It is a communication directly from Norfolk to Weldon. By this communication, if I understand it, will be directly from Weldon to Charleston.

Mr. MOREHEAD. If I understand you correctly, there is a direct communication by railroad from Norfolk, Virginia, to Weldon, in North Carolina. When the route proposed by the gentleman from South Carolina, [Mr. McQueen,] and under consideration, is completed, that connection will continue directly on to Charleston.

Mr. McQUEEN. To New Orleans making an unbroken chain of railroad to Montgomery, Alabama, except thirty miles in Georgia yet to be completed. I move the previous question.

Mr. COBB. I ask the gentleman from South Carolina to withdraw the demand for the previous question, to enable me to offer the following amendment, to come in at the end of the bill.

Provided, further, That the provisions of this bill be, and are hereby extended to the Memphis and Charleston, and the Selma and Gulf's Landing Railroad companies, running through the States of Alabama and Mississippi and Tennessee.

Mr. McQUEEN. I cannot withdraw it. My objection to the amendment is, that if it is adopted the bill will have to go back to the Senate, and may thus be defeated.

Mr. DANIEL. As I happened to be absent the other day when the action of the House was had upon the Raleigh and Gaston Railroad bill, I ask my friend from South Carolina to withdraw the demand for the previous question, that I may offer it as an amendment to this bill.

Mr. McQUEEN. It is very unpleasant to me to have to refuse my friend from North Carolina, for whom I have the utmost respect, but as the morning hour has nearly expired, I must decline to withdraw the demand for the previous question.

Mr. JOHN W. HOWE moved that the bill be laid upon the table.

Mr. STEVENS, of Pennsylvania. I call for the yeas and nays, and I ask for tellers upon the yeas and nays.

Mr. McQUEEN. Will be competent for me, at this period, to withdraw the demand for the previous question, and make a motion to commit the bill?

The Speaker. The motion to lay the bill upon the table takes precedence of such a motion.

Tellers were ordered on the yeas and nays, and Messrs. Stevens, of Pennsylvania, and Moore were appointed.

The House was then divided, and the tellers reported only 25 in the affirmative.

So the yeas and nays were not ordered.

The question was then put upon Mr. Howe's motion; and it was decided in the negative.

The question recurring upon the demand for the previous question, it was put, and the previous question, received a second.

The main question was ordered to be put.

The bill was then ordered to a third reading, and was subsequently read the third time.

Mr. McQUEEN demanded the previous question on the passage of the bill.

The previous question was seconded, and the main question ordered.

Mr. VENABLE called for the yeas and nays on the passage of the bill; and they were ordered.

The question was then taken upon the passage of the bill, and there were—yeas 102, nays 65.

So the bill was passed.

Mr. McQUEEN moved to reconsider the vote by which the bill was passed, and also moved to lay the motion to reconsider upon the table; which latter motion was agreed to.

HON. A. H. STEPHENS.—A statement has been going the rounds of the papers that this gentleman had recently declared in favor of General Scott, and had pledged his efforts to promote the election of the regular Whig nominee. We doubted the truth of the statement, and did not give it in the synopsis of the political news of the day. The following, from the Atlanta Intelligencer of Thursday, will inform our readers of the position at present occupied by Mr. Stephens. The Intelligencer says:

Hon. A. H. Stephens addressed a large concourse of people at Parr's Hall, in this city on Tuesday night last, on the questions of the day taking occasion to define very explicitly his own position on the presidential issues. He declared his opinion, in strong terms, that Gen. Scott ought to be defeated Gen. Pierce ought not to be elected—Daniel Webster ought to be elected.

The strength of his speech was directed mainly against the Whig Democratic nominating conventions, and declared unceasing hostility to all national conventions, in which Northern free-soilers are allowed to take part. He was in favor of turning an independent candidate and organizing an independent party from which the abolition and free-soil element should be excluded.

Against Gen. Franklin Pierce or his opinion he said he had nothing to object—he had no objection to make against Mr. Pierce's votes in Congress on the slavery question. He believed him to be eminently conservative on the Southern question, and said that he placed no confidence whatever in the abolition newspaper reports of Mr. Pierce's New Boston Speech. He declared the Democratic nominee to be a strong friend of the compromise measures. "While I," continued Mr. Stephens, "was stumping the State of Georgia, in 1850, in favor of the Union and compromise, Mr. Pierce was stumping the State of New-Hampshire in favor of the same principles."—*See News.*

Later advices from Havana, published amongst our telegraphic intelligence this morning mention the suppression of the Revolutionary Journal lately issued at Havana, and the arrest of the publishers. We, however, have seen it stated that Don Jose Luna was the editor, and that he had his printing office in the rear of a small sugar store, within fifty yards of the palace of the Captain General. The brothers of Sr. Luna were arrested for having munitions of war in their houses, when Don Jose thought that it was time for him to fly to the United States. Accordingly he took his small press to pieces and packed it with his type, and a portion of his edition already worked off into a coffin, which was buried in the cemetery outside the walls of the city. He then took passage in the Crescent City, and arrived safely at New York.

Charleston Courier.

MEXICO.—Latest advices from Mexico represent that Republic as being in the most deplorable state, from the increase of the various factions by which she has recently been agitated and the hostile dispositions and act of the Indians, who still continue their depredations with almost impunity in the neighborhood of Chihuahua and other districts. Every account from that quarter is filled with details of murders, the result of these forays, or presents us with the equally sad results of intestinal feuds and civil discord.

The insurrections were spreading to such an alarming extent, that it was anticipated an extra session of Congress would be called to devise means for their suppression. The financial resources of the country are at present, however, so extremely limited as to leave little possibility of her being enabled, by such means, to act with that energy which the suppression of these formidable troubles will require.

The conspirators or rebels have several times been in a condition to dictate almost their own terms, and thus emboldened, it is no easy matter to predict the consequences of their efforts, or the result of these combinations.

Southern Standard.

Hogs.—Price and Prospects.—The Cincinnati Price Current reports hogs in every region of Kentucky and Indiana as largely increasing, in numbers and of better quality, and adds:

We hear but little from Illinois, and Iowa and Missouri; but considering the scarcity of last season, rather than probable there will be an increase rather than a falling off, as we seldom have two seasons of scarcity together.

Throughout Ohio we learn that more young hogs are being fed than usual, and in many sections an increase of one-third is anticipated.—The high price of pork has caused the farmers throughout the west to bestow as much care and attention upon their pigs as they do upon their children. Throughout many sections of the South the planters are making strong and avowed "grow their own meat."

We hear of contracts by the packers for the future delivery of some 20,000 hogs to be fattened in Indiana, at 3 and 3 1/2 cents, gross.—Several thousand have been engaged by Madison packers, for the next season, at 4 and 4 1/2 cents, net. We hear also of various contracts in Kentucky, at 3 and 3 1/2 cents, gross, to be delivered here at 4 1/2 cents. One of our principle provision dealers and packers sold 100 barrels of mess pork on Monday, to be made of the next crop, and to be delivered in June 1853, at \$15 per barrel, which is 85 per barrel less than the present prices.

The above we believe to be an accurate and impartial statement of the present condition of the forthcoming "hog crop," and we leave the reader to draw his own conclusions in regard to the prospect of the next season.

If you want to buy anything,
If you want to sell anything,
If you want to hear anything,
If you want to tell anything,
If you want to do anything,
If you want anything done,
ADVERTISE!!!

THE SEMI-WEEKLY JOURNAL.

FRIDAY EVENING, SEPTEMBER 10, 1852.

THEO. J. WARREN, Editor.

Acknowledgments.

The Hon. Messrs. DeSaussure, Woodward, Wallace and McQueen, will accept our thanks for their attention in forwarding us Congressional documents.

New Cutting Knives.

We have seen at the store of Mr. W. Anderson, the agent, a specimen of a new cutting knife, which in our judgment is very superior.

Yellow Fever in Charleston.

The Charleston papers of Monday published a return of the number of deaths in the city of Charleston from the 28th of August to the 4th of September (Saturday last) in which the whole number is set down at 32, which, says the Mercury, is about the average of the last six weeks. Out of this number 13 were of Yellow Fever. The papers of Wednesday publish the report of the City Register, in which he states, that "from Saturday night up to Tuesday evening last, there had been but three deaths, all of which cases were of several days standing." The report further says: "I may also state, that I have made particular inquiries among our Physicians generally, as well as at the different Hospitals; and the result of my investigation satisfies me that the cases have diminished materially in numbers as well as violence. I have only heard of four or five new cases in the last two or three days, all of which are mild."

"At present there are twenty patients in the Roper Hospital, all of which, with the exception of one, are considered in a fair way for recovery. In the Poor House there are but two cases, (neither dangerously sick at present) and in the Marine Hospital, there is not, nor has been, a solitary case."

"From these facts, I am led strongly to hope that the disease may soon be arrested if proper sanitary measures are adopted and strictly enforced."

Our Railroad.

We have been politely favored by Mr. Baxley, the agent, with the following note from Mr. Conner, President of the S. C. Railroad, dated

Juxtaros, Monday, Sept 6, 1852.

We have brought the passengers over, but with much labor and difficulty. We have 80 hands at work, and will repair damages as quick as possible.

The merchants of Columbia propose to engage Kouffer to take their goods at the river, and redeliver to us at Clarksons; and I am going up to assent to it. Any similar arrangements the Camden merchants desire that it is in our power, we are ready to make, provided it is so understood.

We find in the Carolinian of Wednesday, the following report of the Committee of merchants of Columbia, appointed to confer with Mr. Conner on the subject of forwarding freight:

The committee who were instructed at a meeting of the merchants and citizens on Monday, to wait upon Mr. Conner, President of the South Carolina Railroad, and arrange the most practicable plan for getting goods to Columbia bag leave to Report:

That your committee had an interview, with a full discussion of all plans that were suggested by either party. Your committee asked of Mr. Conner that he should deliver all the goods, at present on the road, at Columbia, he Mr. Conner, contracting with intermediate carriers for conveyance of freight across the river and assuming all risk. This Mr. Conner distinctly refused to do; stating, however, that he was ready and anxious to do anything other than assume the responsibility of sending goods across the river.

Your committee then inquired of Mr. Conner whether or not he would send an agent to the River Turn Out to deliver freight to any one employed by the merchants? To this, Mr. Conner replied "he would." Your committee further asked if temporary sheds would be erected by the company for the protection of such goods? Mr. Conner replied "that should be done." It was further asked if a receiving agent would be sent by the company to Clarksons' Turn Out? Mr. Conner replied "there would be." Mr. C. also stated that if the river route was adopted by the merchants, the use of cars would be allowed for the safety of goods, to facilitate the interests of the merchants.

It was suggested by Mr. Conner that a temporary crossing might be thrown over the river, but for the liability the company would incur in the event of steamboats coming up the river.—It not being likely that any steamboat would attempt to come up the river, this plan was pressed upon Mr. Conner by a portion of the committee. Mr. Conner replied that he would inform himself of its practicality, and write your committee on the subject.

In view of the importance of getting up freight as early as possible, your committee have agreed to adopt the river route at once, and, therefore, suggest and recommend to the merchants that they, in concert, arrange with a contractor for the conveying of goods across the river, and that Mr. Conner be informed accordingly.

Be it, therefore,
Resolved, That the party proposing to contract for conveyance of goods across the river be informed that the merchants are ready to contract for the work proposed.

W. BOLLINGER,
Chairman of Committee.

The Greenville Railroad.

We find the following generous proposition from Col. Fenley, for rebuilding the portions of this road destroyed by the fishes, in the Wainsboro' Register:

Gentlemen: I propose to every planter from Columbia to Alston Depot the following proposition:

To those through whose lands the track passes, to build or repair the road immediately, and wait for the money—say five years. A committee to appraise the work, and the Company to pay interest.

Messrs. Henry T. Peake, superintendent, and Z. Butler, who have walked over the road, estimate the cost of repair from Columbia to Alston at \$17,700.

FRANCIS LANCE, Esq., of Charleston, has been appointed by the President, to be Consul at Florence in the Kingdom of Tuscany, vice Edward Gamago resigned; and MILLER GRIEVE, Esq., one of the editors the *Kedgeville* (Geo.) Recorder, to be Charge d'Affaires at Copenhagen, in the Kingdom of Denmark.—Both appointments have been confirmed by the Senate

The Savannah Courier, Is the name of an excellent paper recently established in the city of Savannah by S. T. Chapman, Esq. which is published Daily, Tri-Weekly and Weekly. Will the proprietor please send us the Daily?

NORTH-CAROLINA.—Gov. Reid has issued his proclamation convening the Legislature on Monday the 4th of October next. The object of the called session is to re-district the State under the new census, for the next Congressional election.

For the Camden Journal.

MR. EDITOR.—On my return home, after an absence of five weeks from the State, I find some interrogatories propounded through your Journal, in the name of "Many Voters," to the candidates for the Legislature from our District.

The other candidates have replied and I hasten to do likewise.

In offering to serve my fellow citizens as their Representative, it is only as one of the plainest and most unpretending among them, that I wish to be considered. I have no aspirations to lead or to dictate—the height of my ambition is to be useful in any and every way I can, to act well my part, in my day and generation.

I should look upon myself as unworthy of public confidence, if I entertained any political sentiment or opinion, popular or unpopular, that I was afraid or ashamed to declare without hesitation.

Truth, honesty, and candor, are great virtues, and I sincerely desire to cherish and practice them, as duties of man to his fellow man, and I believe they should influence every man, public and private, in all the walks of life. Therefore I cheerfully answer these questions, and am equally willing to answer any others whenever called upon.

To the first, "Are you in favor of the Bank of the State?"

I answer, yes,—and always have been since the question of its re-charter has been agitated. This Bank is a common property, it belongs to "we, the people," it is the only Bank in the State in which we are all stockholders. Its interests are our interests. If it is well managed and profitable, we receive the benefit. If the reverse, of course, like stockholders in any other concern, we are the losers. It has done well, has made money, is doing well, as far as we know, and can continue to make money, and thereby keep down annual taxation, which is already heavy enough.

From a connexion as Director in the Branch of this Bank at Camden for more than nine years, it may be supposed that I have an intimate knowledge of the manner in which it is conducted, and I can safely say, that if the constant observance of that important principle among men, "the greatest good to the greatest number and justice to all" is such a merit as I esteem it, then this institution is entitled to the good will of every good citizen.

It was then, as I believe it is still, the resort for help to the needy of all classes. The rich and the poor man, the farmer, the merchant, and the mechanic, all came there with their cases, almost without hope of relief, and whenever the applicant was found worthy, and the final payment, as was always required, made sure, they seldom failed of accommodation.

I remember many instances of small farmers, but good citizens, who were kept on their farms where they still are, who, but for the benevolence of this Branch Bank would have been sold out, broken up, and forced, with their wives and little ones, to leave the State in search of shelter and homes in the far west or wherever else they could find them. And I cannot call to my mind a single debt that was lost, nor do I remember to have ever heard an individual say the Bank had been unkind or injurious, or even ungenerous to him. And here I venture the assertion, that there are more names of men in moderate circumstances on its note list, I mean the Bank and two Branches, than on any other, if not all the other Banks in the State of South Carolina.

Let it might be suspected that motives of interest as one of its debtors, prompted me now to declare myself in its favor, I am proud and happy to say that I have not owed it a dollar for the last several years.

Though I should not be willing to relax any guard on its safety and faithfulness, more than on any other public trust, but would throw more guards around it, if more were necessary, I feel every disposition in favor of its present and long continued future existence.

To the second: "Are you in favor of giving the vote for Presidential Electors directly to the people?"

I answer yes,—and for various reasons; one or two only of which I will give. Thirty States of the thirty-one now in the American Union, pursue that plan. It is more in the spirit of republicanism to give each voter an equal weight in the election. And what can be done as well directly is better than if done indirectly. That the principal is above the agent, and that there is no use for an agent to perform an act that it is as easy as not for the principal to perform. More than either of these as a reason for us, however, is, that since the election for electors must be held throughout the Union on the same day, and that a day when for our State to vote at all, an extra session of the Legislature must convene, at much inconvenience to the members and expense to the tax-payers; the change should be made. We should assume it as our rightful privilege, and vote as the people of the other States vote, free of expense, and with a knowledge of who we were voting for, and what principles we were sustaining.

To the third question: "Are you in favor of improving the system of free schools?"

I have the same answer to make,—yes, most assuredly. In my opinion too much money, if judiciously applied, cannot be spent in the education of the rising generation. It strikes me to be as much the duty of the State to see that the young are educated, as it is to pass laws for preserving the peace, for keeping good order, for personal protection, for enforcing contracts, keeping up public highways, &c., or any other of the many subjects for which we have so many laws and so much annual legislation. And I hope to see the day when every free white person in the State of South Carolina can read, write and cipher. These are some of my views, not only as a candidate for your suffrage, but as a tax-payer, and as your friend and fellow citizen.

JOHN ROSSER.