

...or ever effected by it. If the spark of good, upon which a hope of reformation can be built, is left in his heart, it is entirely extinguished by the degradation of a public whipping. If he is already hardened in crime, and lost to all sense of shame, no other effect is produced upon him beyond the physical pain inflicted by the lash. I think that the general feeling of our people is decidedly opposed to this mode of punishment; so much so, that it is exceedingly difficult for the Executive to resist the earnest appeals and powerful influences brought to bear upon him, either to remit or change it.

By a joint resolution of the last General Assembly, it was requested to communicate with the Governor of Georgia on the subject of the "obstructions to commerce and intercourse between the two States, and to take such other steps as would lead to a full exposition and understanding of the rights of all parties concerned, and to a frank and friendly settlement of the whole matter." On the 6th of May, I addressed a letter to his Excellency Governor Cobb, in accordance with the spirit of the said joint resolution, and requested the Attorney General to look into the matter, and report to me what were the legal rights of the parties concerned. I have received as yet no direct reply from Governor Cobb. My letter to him, together with the correspondence between the Attorney General and the Executive Secretary of Georgia—the statement of the Attorney General, and the result of his legal investigations of the case, are all herewith transmitted.

I think it, however, proper to state, that the question of the boundaries between the two States has lost much of its interest at present, since an arrangement has been made by the President of the South-Carolina Rail Road Company with the authorities of Augusta, by which a free passage across the Savannah river is secured to the Company.

It gives me pleasure to inform you that the Rail Roads of our State are rapidly progressing. The Columbia and Charlotte Rail Road, and the King's Mountain Road, are completed. Although heavy damages were sustained by the Greenville Road from the late freshets, they will soon be repaired, and, under the energetic management of its President and Directors, will ere long be completed.—The Manchester Road is also progressing rapidly. Already do we see the potent effect of these Roads in developing the resources of the State, and springing into life the energies of the people. The prosperity which follows in their track is no longer problematical. Living witnesses of it are all around us. Yet this grand system, which is to bring wealth and prosperity to our people, and energize into action the dormant faculties of our State, has not yet begun. If we would only direct our efforts, they must be directed to the valleys of the West is poured into Charleston. This can easily be effected, by pursuing a liberal and enlightened policy towards them we live. The golden opportunity to command this trade is within reach. Charters have been granted by the several States through which it will pass for the Blue Ridge, which is to cross the Rabun Gap, and extend through Clayton and Franklin to Calhoun, where it will intersect the Knoxville and Dalton Road. Through Knoxville a communication will be opened with Cincinnati, (as a charter has been granted by Tennessee for a Road to the Kentucky line, and a Company is formed in Kentucky to carry it to Cincinnati.) A road is now in progress to connect Calhoun with Chattanooga. From Chattanooga to Memphis, a road has already been built, and the Chattanooga road connects it with Nashville. A road is also about to be made between Nashville and Cairo.

Thus you will perceive that if the Blue Ridge road is built, commencing at Anderson Court House and extending to Calhoun, Charleston will be connected by a system of Roads, not only with Cincinnati, but with Memphis and Cairo, two important points on the Mississippi river, and at a distance from each other, equal to the entire breadth of Tennessee, and nearly one-third of Kentucky. All the immense trade which the Mississippi and its tributaries bring to this important point, together with that of the fertile regions through which these roads and their numerous feeders pass, must find its outlet through Charleston. At a single glance you must perceive the magnificent prospect it presents. It would be suicidal policy in our State, not to secure this gigantic commerce, now that it is within its reach. But to secure it, the Legislature must subscribe liberally. So great are the advantages it presents, so great the prosperity which it will bring, the State could well afford to build this only link which is now wanting in this mighty chain. But there is no call for this. Charleston, I can inform you, will subscribe half a million, and even more, if necessary. Enough has already been subscribed in North Carolina to secure the Charter of that State, and Tennessee, by her general system of liberality to her roads, gives \$8,000 per mile. As deeply interested as all these States are in this grand scheme, none are so deeply so as South Carolina. I therefore recommend that you subscribe a million of dollars to this road, or even more, if it be necessary to complete it. Even if the stock never paid a dollar of interest, it would be a judicious expenditure on the part of the Legislature. But from the fact that it must inevitably be the great thoroughfare

over which the commerce of five or six of the largest States in this Union will pass, together with the immense amount of travel, which from the position it will command, there cannot be a doubt but that the stock will pay a heavy interest, and thus make the investment a profitable one for the State. And if we add to this consideration the fact that it will increase greatly the business, and consequently the profits of the roads already built, in which the State has a large amount of stock, you will see a still further inducement for fostering the enterprise.

I trust that no sectional feeling will be brought to bear on this question. It is a great State matter. It is true that the interest of Charleston will be more promoted than any other section of our State, but the wealth which will be poured into her lap, will be radiated throughout its entire extent.

There is also, I believe, a project on foot to extend the Charlotte Road so as to command a portion of this trade.—These two projects cannot interfere with each other, and therefore ought not to be considered antagonistic; but rather assisting each other in carrying out a grand plan of improvement.—When application is made for assistance to extend this road, the same liberality ought to be extended to it.—The State cannot expend too much money in the construction of Rail Roads, providing they are judiciously located and economically built; for every dollar will be returned four-fold to the citizens by the advantages they afford. Nor will it be necessary to tax the people for this purpose. Borrow the money, and the roads themselves will soon pay the interest, and gradually liquidate the debt.

In pursuance of Act of the last Legislature, the State Convention met at the appointed time. The proceedings of that body, together with the expenses incurred, are herewith transmitted to you in accordance with its request.

Perhaps there never was a body assembled under circumstances of so much embarrassment, and which called for an exercise of such prudence, sagacity, and devoted patriotism on the part of its members. The same causes of complaint against the Federal Government which called it into life, still existed in full force. No evidence had been given that its onward progress towards a consolidated despotism was stayed, or that any barrier had been erected against that tide of fanaticism, which, with fearful rapidity, was still rolling onward, threatening the overthrow of the institutions of the South. No security was afforded us that we should not forever remain in a state of vassalage to the Federal Government, paying far beyond our just proportion of its expenses, and receiving far less than our share of the benefit of its expenditure. Nor do I believe that any change has taken place in the feelings and opinions of the people of our State. An almost universal feeling of discontent prevails, a burning desire to redress them, prevailed. But discord and party strife, which have blasted the success of many a glorious cause, had raised its head among us, and paralyzed our strength.

One party believed that the time had come when every consideration of policy and duty required that the State should act, even though it should stand alone. Another party believed the separate action of the State would be ruinous, and that the co-operation of the other Southern States, whose interests and destiny were the same as ours, could and would be obtained. No doubt but that both parties were honest in their convictions, that the policy recommended by each, would redound to the welfare of our State. The discussion of these conflicting opinions produced the bitterest party feeling.—Amid the convulsive throes of this fierce strife, the question of our wrongs and common dangers should have united in closest bonds, completely prostrated and paralyzed, not by the force and power of the enemy, but by their own internal strifes. It was too plainly seen that any action under existing circumstances, could end in nothing else but self-destruction. Many a bold and gallant heart, that had never quailed before the power of the Federal Government, grew faint at the prospect, and shrunk from the thought of civil strife.

The people had, by a large majority, passed their verdict against separate secession, in the election which had been recently held for members to a Southern Congress. Under these circumstances, the Convention met. The only course which wisdom and patriotism could suggest was pursued, namely, to heal the wounds which had lately been inflicted, and re-mit the State. I can but congratulate you on the happy result. The members of that Convention, actuated by a spirit worthy of the palmy days of our Commonwealth, determined to bury all bitter feelings which had been generated by the late contest, and act with an eye single to the good of the State, under the circumstances which then existed. Nor do I think, in effecting this great object, that any sacrifice of principle was involved. The principles which have ever been held dear amongst us, were not only re-affirmed, but set forth in the solemn form of an Ordinance.

But sincerely as I feel the gratification of announcing to you that the State has been united, I must call upon you to remember that our safety has not yet been secured. The storm which, one day or other, is destined to burst upon us, is still brewing. The great feature of the Compromise, which induced our sister Southern States to accept it, has been openly violated. In one of the Northern States, the Fugitive Slave Law has been nullified; and in all the others it is but a dead letter. A brutal murder of a slave-holder has been the result of an attempt to reclaim a slave

under this vantage law. The spirit of mischief is working with fearful energy. Agitation still goes on with ceaseless activity. Every element which can be made to operate on public opinion is put in action against our institutions. Even that powerful weapon, the literature of the country, is employed to direct its polished but poisoned shafts against them. It is true that nothing has been done by Congress, since your last Session, against which we can complain.—Judging, however, from the elements which are at work, and from the history of the past, we cannot hope that this cessation from hostile acts against our institutions will be of long duration. Amid all our prosperity, and the still greater prosperity which we would enjoy if left alone, the heart sickens at the contemplation of that fierce fanaticism which is at work, and which hangs like a pall upon our future.

However strong may be my convictions as to the propriety of an attempt to stay the coming storm by the separate action of the State; and however deeply I may deplore the decision to which our people have come upon this subject, God forbid that I should fan into a flame the expiring embers of party strife; by now recommending it to you. Our destiny, for good or for woe, is connected with the woe of the South. Further aggressions (which will surely come) will convince our sister Southern States that the institution upon which not only the prosperity of the South, but Republicanism itself depends, is no longer safe in the Union. Then we may hope that they will rise in the majesty of their strength and spirit, and, in conjunction with us, either force our rights to be respected in the Union, or take our place as a Southern Confederacy amongst the nations of the earth. In the meantime, let us unite, heart and hand, in carrying out those great schemes of internal improvement, by which the wealth and resources of our State will be developed, and thus give it all the power and strength of which it is capable.

JOHN H. MEANS.

THE SUMMER BANNER.
Sumterville, So. Ca.
JOHN T. GREEN, EDITOR.
TUESDAY, NOVEMBER 30, 1852.

The Governor's Message which we publish this week, is of such length as preclude our usual variety. We have no space even to offer a comment upon it.

Our Legislature is at work but yet their proceedings are devoid of interest. In our next we will give a full summary of their doings.

Charleston Market.
CHARLESTON, Nov. 27th, 1852.
COTTON.—We give the following quotations as the current rates at the close of the market yesterday: Inferior to Good Ordinary 8 a 8 1/4; Middling to Good Middling 9 a 9 1/4; Middling Fair 9 1/2; Fair a Fully Fair 9 5/8 a 9 3/4.

Alarm of Fire.
On Monday morning last about eight o'clock our citizens were alarmed by the cry of fire, which was found to spread from a building in Washington street occupied by Mrs. DORLE. There was a rush to the spot, and the fire which was confined to the furniture of a bedstead was promptly extinguished. Had it been allowed to progress one half our village would have been laid in ashes in a few hours.

Steam Mill Blown Up.
On Monday 22nd instant the boilers of the Steam Saw Mill belonging to T. J. COGHLAN, near our village, exploded tearing the building to pieces and instantly killing one negro and wounding two others so severely that they died in the course of a few hours. There were two or three white men present who escaped with broken limbs and severe bruises. We seem to have fallen within the past week into a chapter of accidents the end of which we have not yet reached.

Terrible Casualty.
As the passenger train from Charleston was passing over the road a short distance beyond the Wateree on Friday evening last the trestle work over a narrow creek gave way and a scene of wreck and ruin took place such as we have never hitherto been called upon to describe. The tender was thrown from the embankment and completely upset, and the remainder of the train rushing into the chasm, several of the cars were dashed in pieces against the timbers of the trestle-work. The passenger car, which was filled with passengers, and among them many ladies, though much shattered, was still in a measure preserved from the general wreck, but the car which immediately preceded it, was hurled violently against the embankment upon the opposite side of the creek, and the few passengers who were within it were overwhelmed by the lumber, boxes, iron, and trunks, which were driven upon them as the car plunged in an almost perpendicular position into

the gap left by the breaking down of the trestle. With all promptitude those who remained unhurt set about the task of relieving their less fortunate companions and several individuals, among them we regret to say Mr. CHARLES MAYHANT, SAMUEL J. BRADLEY and HENRY B. DELOHME of our District, were, the two former seriously and the latter slightly hurt. Mr. RICHARD SINGLETON was taken out scarcely breathing and expired in a few seconds. A grandson who was with him had already been crushed to death. Several others were more or less injured, but we are happy to learn that all the wounded are doing well.

No blame can attach to the conductor in charge of the train as the trestle work had been passed over but two hours before, in perfect safety by a heavily loaded train.

We are fearful that others whose fate is yet unknown, have perished in the wreck. We are informed by one of the passengers that there were two foreigners on board the car whom he saw no more after the accident occurred. They were probably in that portion of the car which was utterly demolished and no doubt their bodies sunk into the creek where the accident occurred and were swept away.

Oh Carry me Back.
Our readers probably remember that some two or three years since an attempt was made to arrest a couple of negroes Ellen and David Crafts, belonging to Dr. COLLIS of Macon, Ga., who had taken refuge in Boston. Subsequently Ellen Crafts the heroine of the story, was run off into Canada and finally made her escape into England, where she played quite a distinguished part in the World's Fair under the escort of the Chairman of the executive committee, who abandoned some of the loveliest of his own countrywomen to act as cicerone and gallant to an escaped slave.

Since that period however Ellen's admirers have grown weary of their attentions, and she of her liberty, and the conclusion of the whole matter is that she has placed herself, voluntarily in the service of an American gentleman and lady travelling in England, on condition that they will restore her to her owner.

Here's a nut for the Abolitionist to crack! We recommend to Mrs. HANNAH BROWNE STOWE a romance "founded upon fact," containing the adventures of Ellen Crafts, and her final voluntary return to slavery; it would be a sufficient commentary upon the Higler Law philosophy and the pseudo-philanthropy of the nineteenth century.

The War upon Beards.
Both in Austria and Spain "the Powers that be" are out in open war against the wearing of beards, and in our own country, as we learn, hostile demonstrations have been made by certain stump orators against the cultivation of goatees, imperials, and caesarian ornaments. The Queen of Spain has reduced her full bearded subjects, from royal consort down to the meanest muleteer, to whiskers of the smallest dimensions, and an imperial decree, issued from Vienna, has left the subjects of the Austrian Emperor with smooth faces.

We must confess a slight penchant for a full and flowing beard unless the quality of Birmingham cutlery (so-called) should meet with a decided improvement. "Sharp razors or long beards" such is our motto. We must confess we feel our beard and our lip both curling when we hear some braying incomprehension, whose information does not extend to the customs and costumes of the times of his grandfather, launching out in ignorant and senseless ridicule of the long and graceful beard of oriental origin that begins to reappear among us. Their efforts at wit and sarcasm are truly lamentable. A cut of the beard which has existed nearly six thousand years, and been handed down by an illustrious line of Patriarchs, Sages, Philosophers, Poets, Warriors and Kings can scarcely be rendered ridiculous by the sarcasm of a brainless wittling or the buffoonry of a blockhead. We will stick to our beard as long as it adheres to us, and shall always suspect the individual of being influenced by the perquisites of a barber's shop who makes witty war against a time honored beard. All antiquity is on the side of the goatee—vulgarly so called—royalty seems to go against it. Democratic and kingly institutions are certainly at variance. The "guide man" of the Queen of Spain will get—we don't know what if he don't get shaved according to the royal decree of his better half, but on our side of the water don't our wives blow off steam when we get shaved!

Troubles are beginning to arise in France. The Judges and Prefects in the different departments are throwing

The Bank of the State, according to a Report made to me by its President, is in a highly prosperous condition.—The capital is \$100,000 more than last year.

The capital in use may be set down at \$3,150,000.

See Mr. McDuffie's letter to Col. Elmore, Bank Comptroler, p. 651.