



CHARLOTTE:

Thursday, January 25, 1859.

Meeting of Stockholders.

The annual meeting of the stockholders of the Charlotte and S. C. Rail Road Company...

To Consignees.

At the suggestion of a merchant of Lincoln, we have commenced inserting again the consignees by the Charlotte & S. C. Rail Road...

Express Train.

As some of our friends desire to know whether there is a connection between the Express Train, we are sorry to state that there is none.

Hard Freeze.

On Saturday evening last a very sudden change took place in the weather and by Sunday morning ice was formed in every direction.

Legislation.

We learn that on the 19th inst. in the Senate, the bill to charter the Coal Fields Road passed its 3d reading by a majority of 3.

On the 20th, in the Senate, the bill to charter the bank of North Carolina was discussed.

In the House, on the 21st, the Revenue bill passed its second reading.

The House has also passed its third reading a bill providing for a freehold homestead of fifty acres of land in the country and two acres in an incorporated town.

The Danville Connection.

It will be seen by reference to our Legislative proceedings that the bill chartering a Railroad from Greensboro to Danville was lost on Saturday, the 13th inst. The year and days are also given. It will be seen that some western men have gone against the measure.

Next morning we made an early start as possible, and after driving what was called 10 miles we arrived at Lenoir about 12 o'clock.

Upon the whole, the trip was a very pleasant one, except the mud, for the weather was mild and as it was our first visit to the mountains of North Carolina...

sense of justice will pervade the present House of Commons, so that a bill may be passed giving the people between Greensboro and Danville the power to build a Rail Road, especially as no state aid is asked for it by its friends.

Trip to Lenoir.

On the 11th instant, we left home for the purpose of placing two of our daughters at Davenport College, and by the way, as some persons may think it strange that we should take our children away while a good school was at home, we remark that they expressed a desire to be sent there.

It continued raining during the morning, but nothing of any importance occurred; we determined however if possible to decipher the signboard at the fork of the road, when we came to it, that led us astray.

On Saturday morning after attending to some business we left for home, and after being jolted almost to death on the plank or pole road, we arrived safe at home.

By the way, we would remark that all vehicles, except wagons, should pass free for it is a great suffering to be thus jolted.

A Good Joke.

We heard a good joke the other day, which is too good to be lost. A young man went to a party, and was very much smitten with a young lady and being very anxious to monopolize her whole attention during the evening, promised if she would have nothing to do with the other young men during the evening, he would let her have his gold watch to keep until he should return.

On agreeing to the proposition, the watch was given to the young lady. On returning home after the party she found the watch had stopped.

It continued raining during the morning, but nothing of any importance occurred; we determined however if possible to decipher the signboard at the fork of the road, when we came to it, that led us astray.

On Saturday morning after attending to some business we left for home, and after being jolted almost to death on the plank or pole road, we arrived safe at home.

By the way, we would remark that all vehicles, except wagons, should pass free for it is a great suffering to be thus jolted.

Revenue Bill.

We have not had time to look over this bill, but we learn from the Fayetteville Observer, that some alterations have been made, among which are the following, viz:

A re-assessment of value of real estate is to be made this year and every four years thereafter; with proper provisions for securing a fair cash valuation.

The real estate tax is fixed at 30 cents, instead of 15, on the \$100. The poll tax at 50 cents instead of 50 cents.

Tar-pikes, toll bridges and gates across highways \$15 each. Ferries, 1 per cent, of receipts.

Note-shavers, a tax of 1 per cent on all their purchases, besides the tax of 4 per cent on interest received.

Negro traders, 1 per cent, instead of 1/2, on purchases.

Gold and silver plate, 1 per cent, instead of 1/2.

Silver watches, 50 cents each, instead of 25.

Doctors, physicians, lawyers, &c., commission merchants, factors, produce brokers, auctioneers, officers, and employees of all kinds, who receive \$500 a year, are taxed 1 per cent.

Distillers of spirituous liquors, 3 cents on every gallon made.

6 cents on every gallon of wine, wine, or brandy into the State, whether for sale or use. [This is in lieu of the liquor tax of 5 pr ct.]

The merchant tax is raised from 1/2 to 1 per cent. Articles received in better exempted, (but no express exemption of purchases of produce.)

Patent medicines 10 per cent, instead of 5 per cent. Peddlers \$40 instead of \$100 in each county.

FOR THE NORTH CAROLINA WIDOW.

DAVENPORT FEMALE COLLEGE. Ma. EDITOR: The attention of the public has been invited by an advertisement in your paper to Davenport Female College; and I have thought that it would not be amiss to publish a few facts connected with this young but rising institution for the benefit of those who may be disposed to extend to it their patronage.

The College is located upon a beautiful and retired village, celebrated for health, cool mountain water, pure air, salubrious climate, and beautiful scenery.

Elevated several hundred feet above the level of the sea, and having at all times, a pure, bracing atmosphere, and removed from the noise, excitement, and contagion of large towns and cities, the location offers peculiar attractions as a place where the young may be gathered for instruction.

The College grounds contain about sixteen acres of land which nature seems to have formed especially for the purpose to which they are now devoted.

The College was established by the joint contributions of the citizens of Lenoir and the surrounding country, and called after Col. Wm. Davenport, one of the most liberal contributors; and placed by the stockholders under the auspices of the South Carolina Conference.

While the institution recognizes vital godliness as a prime element in its course of instruction, and is eminently christianian, it very properly pledges itself to discourage sectarianism.

Parents and guardians are assured that no effort will be made to proselyte or influence any pupil to connect herself with the denomination to which the President or any member of the Faculty may belong.

The College is divided into four classes, viz: First, Sophomore, Junior, and Senior. There is also a Preparatory Department.

In arranging the course of study, special care has been had to the due combination of such branches as are mainly designed to strengthen the intellect, improve the taste, and cultivate the moral powers; and it is believed that they are so arranged as to prove a regular and systematic course, and to present to the student an easy graduation from the simplest subject to the most abstruse; so that those who pursue the entire course, may not be forced to the consideration of sciences above their comprehension.

For an act of incorporation 25.

The dividend tax is fixed at 1 per cent; if dividends are 6 and not over 7 per cent; if dividends are 8 or over 5 per cent; and 1 per cent, if over 5 per cent.

The various other objects of taxation remain unchanged.

Sheriffs are required to give separate receipts for State and County taxes.

Peterson for February.

We have received the February number of this popular periodical. It contains many interesting articles for the ladies.

The Fashion Plate is fine, and the other embellishments are also very good. This is a good time to subscribe for it is near the commencement of the year.

SENATE.

Little business of importance was transacted to-day.

A bill to amend the charter of the Western N. C. Road was introduced by Mr. Miller.

A resolution on adjournment sine die was laid on the table.

J. W. Alspaugh of the Winston Sentinel was elected assistant clerk to fill the vacancy occasioned by the resignation of Quest Barber.

The unfinished business of Friday, the bill to amend the charter of the Western N. C. Road was resumed.

In the House, not a single bill introduced, except to incorporate a Sining Company.

The vote on the Danville Connection was reconsidered and a substitute offered which passed its 3d reading.

The Revenue bill was then taken up and discussed. The only feature as yet met with much discussion is the land and poll tax.

Good Joke.—We heard two very excellent practical jokes which were perpetrated by Capt. Maury.

The other anecdote is even droller. It seems that Capt. Maury, when he went on board the revenue cutter to discuss the marine laws, took in his pocket a lot of "rattail fish."

The House adjourned the introduction of a few bills before it went into the committee of the whole.

The Danville Connection was discussed about two and a half hours but did not conclude.

After rising the following bills were acted on their 2d reading: Mr. Fay's bill for railroad to Greensboro from Fayetteville, through Gaston, Duplin, and Sampson, was indefinitely postponed.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

HOUSE OF COMMONS. The great struggle is at last over. The Danville Connection has braved its last day in a very able speech.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

HOUSE OF COMMONS. The great struggle is at last over. The Danville Connection has braved its last day in a very able speech.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

HOUSE OF COMMONS. The great struggle is at last over. The Danville Connection has braved its last day in a very able speech.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

HOUSE OF COMMONS. The great struggle is at last over. The Danville Connection has braved its last day in a very able speech.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

SENATE.

Little business of importance was transacted to-day.

A bill to amend the charter of the Western N. C. Road was introduced by Mr. Miller.

A resolution on adjournment sine die was laid on the table.

J. W. Alspaugh of the Winston Sentinel was elected assistant clerk to fill the vacancy occasioned by the resignation of Quest Barber.

The unfinished business of Friday, the bill to amend the charter of the Western N. C. Road was resumed.

In the House, not a single bill introduced, except to incorporate a Sining Company.

The vote on the Danville Connection was reconsidered and a substitute offered which passed its 3d reading.

The Revenue bill was then taken up and discussed. The only feature as yet met with much discussion is the land and poll tax.

Good Joke.—We heard two very excellent practical jokes which were perpetrated by Capt. Maury.

The other anecdote is even droller. It seems that Capt. Maury, when he went on board the revenue cutter to discuss the marine laws, took in his pocket a lot of "rattail fish."

The House adjourned the introduction of a few bills before it went into the committee of the whole.

The Danville Connection was discussed about two and a half hours but did not conclude.

After rising the following bills were acted on their 2d reading: Mr. Fay's bill for railroad to Greensboro from Fayetteville, through Gaston, Duplin, and Sampson, was indefinitely postponed.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

HOUSE OF COMMONS. The great struggle is at last over. The Danville Connection has braved its last day in a very able speech.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

HOUSE OF COMMONS. The great struggle is at last over. The Danville Connection has braved its last day in a very able speech.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

HOUSE OF COMMONS. The great struggle is at last over. The Danville Connection has braved its last day in a very able speech.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

HOUSE OF COMMONS. The great struggle is at last over. The Danville Connection has braved its last day in a very able speech.

Nothing of importance on Friday. The bill to amend the charter of the Western N. C. Railroad was under discussion till the hour of adjournment—no action.

From the Wilmington Herald.

Arrival of the Steamer Houghton & Barze Fleet.

With Coal, Iron Ore, Copper Ore, Soap, Flour, Flour, &c.—The Flag of the shipping display on the arrival of the Steamer Houghton & Barze Fleet, the most magnificent vessel ever seen in the harbor of a small town.

Yesterday afternoon, between 2 and 3 o'clock, the cannon stationed at Point Peter announced in thunder tones the arrival of the long looked for steamer and large direct from the Coal Mines on Deep River.

Scarcely had the report died away, ere it was answered by the big gun on one of our wharves. Our citizens beg on one of our wharves, immediately flocked on shore to see the wharves and docks, which soon presented an unusual scene of excitement.

As yet up the river, turning and twisting through its tortuous course, could be seen the approaching boats, bearing on board the first instalment of the previous deposits which had so long lain dormant and useless in the mother earth, and now for the first time thrown open to the use of mankind.

An unusual degree of pleasure and satisfaction was visible in the faces of all; many jumped aboard a tug boat and proceeded to meet the steamer, and extend to Mr. Cassidy a hearty welcome; and, as the boats passed Market dock, the cheers from the excited crowds on shore rent the air in every direction, and everybody seemed to rejoice in the realization of their hopes, and to pay a slight tribute to our townsmen, through whose untiring zeal and energy this, the first cargo of North Carolina iron ore, brought to market, has been landed on our shores.

To our young friend, P. A. L. Cassidy, Esq., much praise is also due, in energy, industry and perseverance he has shown himself to be a genuine city of the old block, and his exertions have contributed not a little to the success of the great event which we now chronicle.

It is a singular coincidence that the arrival of the boats here should occur the very day that the news of the passage in the Senate of the Danville Railroad bill, the ratification of which was greeted with such satisfaction by our citizens generally.

The following is the cargo of the Houghton and Barze:

From Hutton & Clegg, at the Gulf of Mexico, 400 tons, to T. C. & R. G. Wrenn, from J. McDonald, 32 bbls. Sugar, from Wm. Melrose, about 50 tons coal and black lead ore, in Delaware, Brown & Co., both the above from Egypt.

From J. McDonald, 32 bbls. Sugar, from Wm. Melrose, about 50 tons coal and black lead ore, in Delaware, Brown & Co., both the above from Egypt.

From J. McDonald, 32 bbls. Sugar, from Wm. Melrose, about 50 tons coal and black lead ore, in Delaware, Brown & Co., both the above from Egypt.

From J. McDonald, 32 bbls. Sugar, from Wm. Melrose, about 50 tons coal and black lead ore, in Delaware, Brown & Co., both the above from Egypt.

From J. McDonald, 32 bbls. Sugar, from Wm. Melrose, about 50 tons coal and black lead ore, in Delaware, Brown & Co., both the above from Egypt.

From J. McDonald, 32 bbls. Sugar, from Wm. Melrose, about 50 tons coal and black lead ore, in Delaware, Brown & Co., both the above from Egypt.