tions of the powers that be, and of thus showing why the Treasury is empty. Such investigation, pushed with proper energy, may make even illustrious personages curse the day they consented to take office.—*N. Y. Tribune.*

A DEVICE OF DEMOCRACY.

The agitation of the slavery question is undoubtedly kept up by the leaders of the Democratic party for the purpose of diverting public attention from their squanderings of the public money, and the general corruption which prevails under the present administration.

To show the extent of this extravagance and corruption of the Democratic party, we make the following extracts from a speech recently made by Hon. J. Morrison Harris, a Whig member of Congress from the State of Maryland:

"Look at the accounts of your public expenditure, and see how appalling is its increase. From 1789 to 1822, the whole aggregate expenditures of the Government were $93,254,868. From 1854 to 1858 they were $309,426,004—showing an excess of expenditure during these five years, exclusive of payments on account of the public debt, of $44,171,136 over the entire expenditure of the Government from 1789 to 1822—a period of thirty-three years, during which a war with Great Britain was carried on!

"Again—the expenditures during the Administration of John Quincy Adams were in the total aggregate, $49,013,203. The annual average expenditure from 1855 to 1858 is $309,320,000—showing an average expenditure for each year of the last 4 years of $314,317,525 more than the entire expenditure of the whole four years of the much abused Administration of Mr. Adams.

"Not less to be censured is the reckless manner in which the money thus squandered is raised. The Administration found the Treasury full. It has beggared it, and twice already it has been forced to become a suppliant to Congress for loans of millions without even a plan for the redemption of the debt, and with a majority party in Congress cutting its face against a tariff policy that would have relieved the necessities of the State. How have all these millions been squandered, is the question every honest man in country ought to ask. Through a thousand avenues of corruption they have passed from the vaults of the Treasury to feed partizan favorites, and to fill the halls of Congress with the willing tools of the Administration. Wander through the Capitol extension at Washington, and see extravagance inscribed from door-step to pediment—see it blazing in gold in halls, corridors and committee rooms, reflected from costly mirrors, and cushioned in luxurious lounges.

"Ponder especially the reports in the Fox Feeding and Wilkes Pointers—Scrutinize the damning disclosures of the printing committee and the select naval investigating committee. See the President himself implicated in the dispensation of contracts on exorbitant bids to favorite establishments which had the power to control the election of Administration candidates. Read the charge made by Mr Campbell in open Senate that Mr Rice, of the 'Tammany Indian,' in Philadelphia, had a contract for books for $40,000, that it cost him but $5,000 to print, the profit being divided, 50 per cent to the Washington Union, five per cent to Mr. Appleton, Assistant Secretary of State and three per cent to a newspaper in the interest of a Democratic member of Congress—and the further statement coming from Mr. Rice that the arrangements was with the cognizance of the President himself.

"Look at the demand made by the agents of the government, and which the War Department last year recommended to be paid, on account of the Indian disturbances in Oregon, which amounted to about six million dollars, while by the report of the committee of Military Affairs, only about one million and a half is declared to be justly due!

"Scrutinize the items showing that Government was charged with pistols at $55 apiece; $125 each for muskets; $120 per ton for hay; five dollars per bushel for oats, &c; all of which the War Department recommended should be paid.

"Examine these and a thousand other developed corruptions, and cease to wonder that even in the bosom of the Democratic party itself men should be found, who, unable to stand such corruption, tear the mask from the veiled impurity, and denounce it sparingly. Read what the Washington 'States,' a Democratic paper lately said of it:

"'These are astounding developments, the reports of the Naval and Printing Committees, but they are of a piece with the prevalent practices of the Federal Capital. From the byways and highways of the Government sends the rottenness of corruption sends forth an insufferable stench. Why are the people so patient? Why slumbers the indignation of the Democracy?'

"The people were indeed, it says again, 'in earnest to a return to the simplicity and purity of earlier days. Never did corruption exhibit such rank luxuriance of growth in every department of the public service.—They expected reform—they have an aggravation of abuse. They expected retrenchment—they are lavished by proposals for the most absurd and mischievous appropriations. Millions have been expended for the suppression of Mormonism, and the atoms[illegible] and more audacious ambition. Read in the impeachment Report, edited by ex-democratic Senators Clemens and Stuart.

"When we belonged to the Democratic party, it was neither cursed with the heresy of Sumner nor indicted with the foul stain of corruption. It was a party of principles, true to its pledges, and unfaltering in its attachment to the cardinal doctrines of Jefferson and Jackson. The most lovely thing that has stolen its venom leaves no remembrance in the old and sterling organization, is entitled to hope of our allegiance, and never was."

"Hear this same Mr. Clemens, insisting in a late speech, at Nashville, that 'in his opinion the Administration intended to use the money millions it asked for the purchase of Cuba, as a corruption fund to secure the nomination and election of John Slidell as President of the United States,' and observe that in a recent speech made in the caucus now going on in California, Senator Broderick, a Democrat, accuses his colleague, Dr. Gwin, 'of having supported the thirty million bill, when he knew that it was the intention to use the money as a corruption fund in order to carry the next Presidential election for either Buchanan or Fillmore.'

"Look at the scandal of the Navy Department, and see Secretary Dobbin, a North Carolinian, and a Democrat, [illegible] Hon. Mr. Hunter, of Virginia, a Democrat, [illegible] Navy.

North Carolina Whig.

CHARLOTTE:

Tuesday, October 11, 1859.

Dr. R. B. Wakefield, Esq., of Lenoir, has consented to act, and is our authorized agent. He will receive orders for the Weekly, blanks or advertisements, and receipt for the same. Any persons subscribing who pay in him within three months will receive the Weekly for two dollars.

Opposition Convention—The Executive Committee.

It will be seen by the article below, that the Executive Committee recommend to the Opposition Party of North Carolina the 22D DAY OF FEBRUARY, 1860, as the most suitable time for holding a Convention for nominating a Candidate for Governor. As we more consort of action, we have not another word to say on the subject, but shall yield our opinion to that of the Committee. We hope our friends will bear this in mind and make the necessary arrangement for being represented. The day being so distant that no manly can give an excuse for not being represented; and this being the case we hope to see a general meeting of the Opposition Party at that time—that every county in the State, from the East and from the West, shall be fully represented. We believe with perfect certainty that the old North State can be brought back to the Whig ranks; then let us try by every honorable means to accomplish the good work. The following is the proceedings of the Executive Committee on the subject:

The undersigned appointed as an "Executive Committee" of the "Opposition Party" in North Carolina, at a meeting of its members in the Legislature of 1858, and 9, having conferred together in the matters entrusted to them by that appointment, deem it expedient, and do therefore recommend to their friends in the several counties, to select delegates to meet in General Convention, to deliberate on the political condition of the State, and of the country at large, and to make nominations of candidates for the offices to be filled by the electorate of 1860.

They also recommend that the city of Raleigh be the place, and the 22nd day of February, the time for the assembling of said Convention. They are aware that an earlier day has been proposed from sources entitled to great respect, but the Committee, on mature consideration, believe the time above stated most appropriate. It is desirable that every county shall be represented, to the end, that the views and opinions of all may be understood and harmonious action secured.

GEORGE LITTLE, Chair.,
KENNETH RAYNER,
R. S. DONNELL,
C. GLENN,
WM. A. GRAHAM,
ALFRED DOCKERY,
JAMES A. LONG,
RUFUS BARKSDALE,
THOMAS G. WALTON,
JAMES A. PATTON.

Raleigh, Oct. 5th, 1859.

Atlantic, Tennessee and Ohio Railroad.

In another column we give the proceedings of the Rail Road Convention held at Statesville on the 4th instant. Also, the proceedings of the citizens of this place on Saturday last, to receive the report of the Delegates from this town to the Statesville Convention. They will be read with interest.—We give it as our decided opinion that no proposition that has been suggested for a long time to improve the interests of this town, is so important as the extension of this road. In conversation with a gentleman relative to this road, he stated that if it was built, grass would grow in our streets. We do not agree with him, and to prove his error, we mention this as the line that when a citizen of Chicago was asked what the inhabitants of this place did for a living he was nonplussed and when asked in what part of the city were located their manufactories, their machine shops and their ship yards, he said they had'nt would, but what he wanted to know where their public works were, he pointed to the Depot of the Central Rail Road and the Light House. So did the City Commissioners of Chicago so argue to live from the emoluments from the Rail Road and shipping that came to that city, and so should Charlotte be benefitted in the same way by the travel and the transportation of goods and produce through this place. We believe it will, and if the road is constructed there can be no doubt on the subject will then be satisfied of the fact. We say to every man, then, who feels an interest in the welfare of Charlotte to aid in this undertaking. If they cannot take one share let them purchase more [illegible] the money will help—but let those who are able be liberal, for if a good road should be finished, you will never be able to get another so cheap. A word to the wise is sufficient.

Rail Road Commissioners.

Gov. Bonham appointed the following gentlemen, about the Charlotte Commissioners for the stock subscriptions to the Atlantic, Tennessee and Ohio Rail Road:

Charlotte.—Jno. Dickson, A. K. Simonton, L. C. Wolfe, Thos. A. Adams, Chas. Dickson.

Mt. Mourne.—Geo. F. Davidson, E. H. Temple, Geo. James Sampson, Sr., G. W. Stowe, J. F. [illegible]

Fort's Mills.—C. C. Ford, Jas. Chambers, Dr. [illegible] Wm. Cornwell, Chambers.

Hillsboro'.—James B. Erwin, Augustus Finney, L. B. [illegible], Maj. M. S. Stokes.

Taylorsville.—A. C. McIntosh, Jas. M. Bogle, Chas. Boyd, F. A. Cowper.

Lenoir.—Gen. S. F. Patterson, Col. Jas. Harper, Edward Jones, W. A. Lenoir, E. B. Boyd.

Morganton.—W. F. McDowell, T. B. Caldwell, Gen. C. M. Avery, R. F. Gaither, J. C. McDowell.

Newton.—Alfred Caldwell, Jas. C. Kerr, N. Boyden, Jas. D. Rosser, H. C. Pennington.

Statesville.—Chas. H. Brem, Jas. H. Cowan, Dr. L. G. Jones, W. M. [illegible], James M. Hoffman.

Davidson College.—R. M. Wilson, W. H. Polk, Andrew Springs, D. L. Torrence.

Mooresville.—R. M. Monroe, Sr., J. McK. Holmes, John R. Alexander, H. W. Brown, J. [illegible]

Neeley's.—James Rost, D. B. Gaither, Dr. O. Campbell, Dr. E. G. Kerr, H. Brown.

Mocksville.—[illegible], E. D. Austin, E. Grimes, A. Foster, Thos. J. Brown.

Said Commissioners commencing upon the closing of the books, will make their respective reports, according to the provisions of the Charter, to the proper authorities.

The books were opened on the appointed time, on Tuesday last, and they will remain open for one month, the space of thirty days.

Clothing Emporium.

Mr. John Falconer Agent, advertises in this paper, a large supply of Clothing and other Goods in their line. The well known character of this firm will induce some to visit their clothing establishment in their line, that which is generally found to be worth the money, and to be of the best quality according to the price. Read and remember their name.

A Brave Act.

We learn that Dr. J. H. Wayt's little daughter, who is staying at her grand-mother's in Virginia, was bitten on the foot by a rattlesnake, when Miss C. Reid, without any hesitation, applied her mouth to the wound and extracted the poison, as the little girl has not been affected by it in the least.—We have often heard that poison could be extracted in this way, but this is the first time we have ever heard of its being attempted. Persons who do this should be certain of having sound teeth.

A Hoax.

On Thursday evening last, several of our citizens were almost frightened out of their propriety by the report that a "gentleman in black" had been seen in a grave in the Northern part of the town. Four negroes belonging to the premises related the revelous stories of what they had seen and was terribly frightened, and the thing left the impression of its track which attracted a good deal of attention. In fact, the times part of our whole community have been all agog ever since the report of this visit, and many speculations as to what it could be. The report now is that a mischievous son of the gentleman who owns the premises was a perpetrator of the hoax, having dressed himself in a black sleepskin and having on a false face.

Balloon Explosion.

Mr. Coe ascended in a balloon near Rome, N. Y., On the sixth instant, while in the air the balloon exploded. What is most remarkable, although in the air, Mr. Coe succeeded in reaching the earth without being injured in the least. Mr. Coe has returned home and gives the following particulars of the accident. He says:

"The sound accompanying the explosion was about equivalent to the discharge of a musket. In about one minute after the descent was so rapid as to increase the rent in the texture of the balloon about fifty feet, thus leaving almost the entire upper portion of the air vessel open. In half a minute after the second rent was discovered there was not a foot of gas in the balloon. For nearly half a mile our descent was at a terrific speed—feeling the same sensation that one experiences in a high swing in a rapid motion. The silk and cordage, as the balloon oscillated, caused a rattling sound like the rigging of a ship in a storm. After a while, however, the balloon formed itself into a parachute, and our descent was comparatively slow and easy. We then continued downward until able to touch the top of a very tall tree, to which we clung with death like tenacity."

A Faithful Mail Carrier.

A Mr. Batts, who carries the mail through Enfield and Mount Airy, in Halifax county, N. C.—a distance of 55 miles twice a week, has performed the service 16 years, missing in the whole time only one regular day, and then the post master refused to give him the mail on account of a storm that was raging, he taking it the next day.

He has often had to leave his horse, and with his mail on his head, wade streams, and "swim," it seems, to be in time, lying by only one day in the time himself, when he says, he believes that he was sick and he was rude for him. By a calculation it will be seen that the veteran has ridden enough to take him around the world more than ten and a half times.

Opposition Meeting in Wake County.

A meeting of the Opposition Party was held in Raleigh on the 3rd instant. The meeting recommended a day in December for the meeting of the State Convention. Fifty Delegate were appointed. Ex Governor Manly presided. The meeting was addressed by the Hon. Sion H. Rodgers in an eloquent speech.

North Carolina Planter.

The Planter for October is received. The publisher has secured the services of a practical farmer to take charge of the Agricultural department. It will hereafter be more interesting.

Peterson for November.

We have received *Peterson* for November. It is as interesting as usual. We would like to order this periodical for any of our lady friends—The Whig and Peterson will be sent to new subscribers for $2.25.

☞Attention is called to the Card of Mr. J. Smith Phillips. It will be seen that he has established a new Merchant Tailor's Establishment in Charlotte, where gentlemen can be suited in the most approved manner. Give him a call.

Arrest of the Filibusters.

Accounts from New Orleans state that the steamer Panther has been seized by the U. S. Marshal and twenty-five officers and crew arrested. The Filibusters had been arrested at the South west Pass by the U. S. Marshal, assisted by a company of Federal Militia from Baton Rouge. They made no resistance.

ANOTHER LARGE FIRE IN ELIZABETH CITY, N. C.—At Elizabeth City, N. C., on the 30th inst., at 1 o'clock, a fire broke out in the large steam saw mill owned by Mr. Albert White and W. W. Griffin. The flames spread rapidly, and before the engines reached the spot the building was beyond the hope of rescue. The loss is $8,000. No insurance.

In the opinion of the owners the fire was the work of incendiary. This makes the third large fire which has happened in 3 months.

WILMINGTON, DEL., October 2.

WATER GAS.—The City Gas Works entertained a large party yesterday to witness the manufacture of gas from water as a substitute for coal gas. The demonstration was in every way satisfactory, the light being very pure and brilliant and greatly cheaper than that manufactured from coal. It was manufactured under Dr Sander's Cincinnati patent.

REMARKABLE.—A gentleman on Rockstreet found one of his hens the other day in what he supposed was a nest of eggs; behold there were three kittens yes, three young cats. Solomon says "there is nothing new under the sun, but for once, at least, the wise man is almost caught; for in all our pilgrimage this is the first time we ever heard of a hen hatching kittens.—We think it likely that old hen will have a time of it in catching mice enough to feed her tiger brood.—*Petersburg Intelligencer.*

A YOUNG OLD BACHELOR.—Married, in Davie county, N. C., on the 21st ult., Mr. Jno. Finn, aged 86 years, to Miss Elizabeth Harley, of Davidson, N. C., aged 57 years. This interesting couple walked eight miles to the residence of the officiating magistrate, to get the nuptial knot tied; and after dinner, having had a merry time with a large company who had assembled to witness the ceremony, returned home, making a walk of 16 miles for the day, without rod or staff. The bridegroom, it is said, was the most illarious youth out of some 40 or 50 present at the marriage, and fairly outdid the whole company by his jests and stories.

RAILROAD CONVENTION.

STATESVILLE, N. C., Oct. 4, 1859.

In accordance with published notice, the several delegates appointed through the Counties of Iredell and Mecklenburg met at the Presbyterian Church in Statesville, this day, for the purpose of determining upon the proposition to construct a Railroad between Charlotte, N. C. and Statesville, N. C., to be known as the Atlantic, Tennessee and Ohio Railroad Company.

At 10½ A. M., the Delegates assembled, and

On motion of Dr. Y. S. Dean, Andrew Springs, Esq., took the Chair and E. B. Drake and E. H. Britton were requested to act as Secretaries. The Chairman, on taking the Chair stated the object of the Convention in a brief but pertinent manner, and called upon the Delegates in attendance for an expression of their views upon the important scheme which they had assembled to consider.

On motion of Wm Johnston, Esq., it was

Resolved, That a committee of seven be appointed by the Chair to prepare business for the consideration of the Convention.

The Chair, in accordance with the above Resolution named the following gentlemen as composing said Committee:—Messrs. Gen. Jno. A. Young Geo. F. Davidson, R. I. McDowell, Col. Anderson Mitchell, Moses White, A. K. Simonton and S. W. Davis.

On motion of R. I. McDowell, Esq., it was

Resolved, That the Chair appoint a Committee of three who shall be hereby instructed to select and propose the names of permanent officers to preside over the deliberations of the Convention:

Whereupon, the following gentlemen were named:—Messrs. Robert Simonton, John R. Alexander and D. L. Torrence.

For the information of the Convention, Wm. Johnston, Esq., read the Charter incorporating the Atlantic, Tennessee and Ohio Railroad Company, after prefacing the reading with explanatory and interesting remarks.

On motion of G. F. Davidson, A. B. Springs was added to the Committee to prepare business for the consideration of the Convention.

On motion of Wm. Johnston, the Convention then adjourned to meet at the Court House at 1 o'clock, P. M.

A. SPRINGS, *Chairman.*

E. B. DRAKE, } *Secretaries.*
E. H. BRITTON, }

AFTERNOON SESSION.

1 O'CLOCK, P. M.

At the appointed hour the Convention was called to order when,

On motion of Wm. Johnston, the Proceedings of the morning Session were read for the information of Delegates, a large number of whom were unavoidably absent.

The Chairman then called upon the special committee appointed to nominate permanent officers for the Convention, for their report, when

Robert Simonton, Esq., Chairman of said Committee submitted the following

For Chairman: A. K. SIMONTON.

E. B. DRAKE, } *Secretaries.*
E. H. BRITTON, }

The Report of the Committee was, on motion unanimously adopted, when Mr. Simonton took the Chair and addressed the Convention. He expressed thanks for the honor done him and touched upon the importance of the enterprise urging united and determined action looking to the construction of the proposed Road as one of paramount utility; one which would prove incalculable in its advantages to the citizens of Iredell and adjoing Counties.

The Committee applied to prepare business for the Convention were then called on for their Report, when

Gen. John A. Young Chairman of that Committee presented the following

REPORT:

Whereas, The Legislature of North Carolina at its session of 1854-'5 granted the Atlantic, Tennessee & Ohio Railroad Charter, authorizing the construction of a Rail road from Charlotte, N. C., to the Ohio River, with the proviso, that said road should be commenced within five years from the ratification of the act, and whereas, the people of Iredell and Mecklenburg having manifested a desire to commence said work and to complete as speedily as possible that portion of the road which will connect the towns of Statesville and Charlotte, Therefore, Be it unanimously

Resolved, By this convention that so much of said Atlantic, Tennessee and Ohio R. R., as is necessary to connect the towns of Statesville and Charlotte, shall be built; thereby opening at once to the Western Extension R. R., and the large country depending upon it for outlet, a direct communication, by the nearest practicable routes, to the Atlantic markets at Wilmington and at Charleston.

Resolved, That the natural ridge dividing the waters of the Yadkin and Catawba, presenting as it does an almost graded track for 40 of the 4 miles of distance between the towns of Statesville and Charlotte, renders the work of easy and cheap construction, and brings it entirely within our control.

Resolved, That we regard the privilege of carrying the produce of our labor to the best markets, as one the rights guaranteed to us, as a free and intelligent people, and that in order that we may profit by this advantage we hereby pledge our substance and our enterprise to force this work to speedy completion.

Resolved, That the natural obstacles to the construction of this Road are so inconsiderable that it can be built with as little cost as any Road of the same length in the Southern country, which, together with the large amount of Freights, and travel that it may reasonably be expected to transport, justifies the calculation on the part of its stockholders upon a fair remuneration by dividends upon their investment.

Resolved, That in order to hasten the completion of this work, the entire Road from Statesville, to Charlotte shall be put under contract as fast as the location shall be made, after the sum of $300,000 shall have been subscribed, and that as the heavier portion of said work will be in the county of Iredell, no portion of the funds subscribed in said county shall be expended in grading the Road outside of its limits.

Resolved, That the Commissioners appointed to open Books of Subscription at the different points designated be instructed to assemble in Charlotte on Tuesday the 1st day of November proximo, and report the amount of stock that shall have been subscribed to said Road.

After the Report had been read the Convention was addressed by Messrs Gen. J. A. Young, R. I. McDowell, Wm Johnston, Jas. W. Osborne and Rev. Walter W. Pharr.

On motion the Report was unanimously adopted.

On motion of R. M. Allison, it was

Resolved, That in the opinion of this Convention no Railroad of the same extent can be constructed which, when completed, will more fully develope an extended region of Western North Carolina, or so much promote the success and prosperity of the North Carolina Western Extension, the Wilmington, Charlotte & Rutherfordton, and the Charlotte & South Carolina Rail Roads, without affecting the legitimate business of other Roads in this State.

On motion of A. B. Springs, and seconded by Wm. Johnston, it was

Resolved, That the thanks of this Convention are hereby most respectfully tendered to the officers of the Western Extension Rail Road for their liberality and kindness in the accommodation which they have extended in the transportation of its Delegates.

On motion of R. I. McDowell, it was

Resolved, That this meeting adjourn, (when adjourned) to meet at Mount Mourne, on Thursday the 20th October, and at Davidson College on Saturday the 22d day of October, being the week preceding the County Court of Mecklenburg County; and that the Commissioners be present to solicit subscriptions.

On motion of Wm. Johnston, it was

Resolved, That the Editor of the Iredell *Express*, the Editors of the Charlotte and all other papers friendly to the enterprise be and are hereby requested to publish these proceedings in their several Journals.

At this point the Chairman being requested to vacate his seat, on motion of Andrew Spring, Esq., it was

Resolved, That the thanks of this meeting are due and they are tendered to the Chairman and Secretaries for the manner in which they have discharged the duties of their respective Offices.

On motion of Gen. Young, the Convention then adjourned.

A. K. SIMONTON, *Chairman.*

E. B. DRAKE, } *Secretaries.*
E. H. BRITTON, }

COUNTY RAILROAD MEETING.

CHARLOTTE, N. C., Oct. 8th, 1859.

On Saturday morning the 8th, the citizens of Charlotte assembled in the Court House to receive the report of the Delegates sent from Mecklenburg County to attend the Railroad meeting held at Statesville to consider the practicability of constructing a Railroad from this place to Statesville.

On motion, the Hon. J. B. Kerr was called to the chair.

On motion of S. J. Lowrie, T. McG. Smith, was then elected Secretary of the meeting.

Mr. Jno. E. Brown, on behalf of the Delegates, opened the discussion with a few remarks adverting to the kindly feeling manifested towards this project on the part of the Western N. C. Rail Road, the Wilmington, Charlotte & Rutherford Rail Road, and the C. & S. C. Rail Road. He was followed by Mr. S. J. Lowrie in a short and appropriate speech.

Gen. Jno. A. Young was then called for, and in an earnest and practical manner entered into the subject at length. We regret that we are unable to do the gentleman justice by any sketch of his speech. He adverted to the great benefits which would accrue to Charlotte, to Statesville, and the counties West and North of them both, and hoped that an arm of it at no distant time would reach out through Tennessee and Kentucky to the banks of the Ohio. In concluding he introduced Mr. Wm Johnston to the meeting, who being loudly called for responded in an excellent speech, showing the absolute necessity of the Road, the great saving in expense and time it would prove to the farming and every other interest, in the shortest route and cheaper rates of carriage to the Atlantic cities, Wilmington and Charleston; the increased value it would give to the lands along or near it, the increase of trade to Charlotte and to Statesville, and the closer business and social relations it would cultivate between us and that beautiful and fertile section of our State now far removed from us. It was the best stock for the investment of capital, which any Railroad scheme yet agitated in our town had offered to us. It was all important to subscribe a sufficient amount to secure the Charter by getting to work before the month of February, at which time, if the road was not under contract, the Charter would be forfeited.

Let the county of Mecklenburg, already so celebrated in the early history of our State for patriotism, and now for her enterprise, still led the way. Let her rather than that the scheme should fail, subscribe all the stock herself. His remarks were greeted with general and hearty applause.

The books were then opened and the meeting adjourned until Saturday next at 10 o'clock.

J. B. KERR, *Chairman.*

T. McGORE SMITH, *Secretary.*

CELEBRATED VARIETIES OF SOUTHERN SEEDLING APPLES.

To Editors and Planters of the Southern States.

I deem it my duty to inform you, and through you the Agricultural public of great improvements, originating for the benefit of the Southern States. Our Southern Nurseries are well furnished with Southern Seedlings of the best quality, which we believe to be superior to the best Northern fruit. I will submit to your notice the following reasons for my preference to Southern Seedlings, to wit:

No. 1. Northern winter apples or many varieties of northern winter apples are unworthy of cultivation on uncertain locations in a genial climate, but frequently drop in July and August but several apples in September because they are often changed to early fall, rotten and worthless.

No. 2. The only late seedling apples of any value whatever for the south are Southern seedlings, raised here. Of these southern nurseries have now at least fifty varieties all for the best and native seedlings, which are superior to any and may be grown with great success. I include in this list, the Shockley or Romanite and Mattamuskeet, Whig, Catawba Maugum, Selma, and many others, all of southern origin and better in every respect than Newtown pippin and Swaar, Rhode Island Greening, Esopus, Spitzenberg of the north. A few of the northern Summer apples do very well, but procuring these always get trees in every southern State.

No. 3. To succeed in growing fruit in the south get from southern nurseries trees of southern varieties and which are known by experience to be used to our climate.

Yours truly and pomologically,

A DEAF AND DUMB FARMER.

Sept. 29, 1859.

Why are blacksmiths the most discontented of tradesmen? Because they are always on the strike for wages.

THE DAN RIVER COAL FIELD RAIL ROAD.

We give the following extracts from speeches delivered at a Rail Road meeting held at Wentworth, on the 29th ult., furnished to the Richmond *Dispatch*:

Thos. Settle, Esq., delivered a very forcible and stirring speech, explaining the nature of the route, and the circumstances attending its location, showing its great importance to the people of Western North Carolina, to the town of Danville and the city of Richmond. The Road from High Point to the Virginia line, Mr. Settle "assurred the meeting, would be built by the people of North Carolina, and all they desired to know was whether their Virginia friends of Richmond and Danville would fill up the gap between the Virginia line and Danville! As an indication of the determination of the people of Rockingham, Stokes and Forsyth counties to build their portions of this line, he stated that $250,000 had already been subscribed although the company to build that part which extended from Germantown to the Virginia line, had not been organized. (The announcement was received with great satisfaction by the meeting.) All they wanted to know was, would their friends in Virginia meet them and continue the work to Danville? He pledged the people to carry the road to the Virginia line. He requested an expression of the disposition of Richmond and Danville, and first desired to hear from the Richmond delegation.

Mr. Anderson, the chairman of the Richmond delegation, responded very cordially to the general spirit and friendly sentiments of Mr. Settle. He assured that gentleman that they would be hailed with the highest satisfaction by the people of Richmond, who regarded the enterprise of extending the connections of the Danville Road into North Carolina as a matter of the utmost importance to their city. He explained the attitude of the delegation and the extent of their authority; but he did not hesitate to say that the gap alluded to by Mr. S., between the Virginia line and Danville, would be built, and that Richmond would do her duty as one of the parties interested in it.—He assured the meeting that there was not the slightest doubt that this gap would be filled up.

Wm. Sutherlinn, Esq., Mayor of Danville, Chairman of the delegation from that town, was next invited to speak. He responded briefly in a very appropriate speech, in which he represented the warm interest Danville took in the enterprise of the Coal Field Railroad, and explained some of the commercial advantages to Danville, and the counties near the route of the road, that would flow from it. Mr. S made the remarkable statement that a thousand hogheads of tobacco had been bought in Richmond the present year for manufacturers in Danville. He inferred from this fact that Danville would pay higher prices for tobacco than Richmond.

A. S. Buford, of Danville, being called out, made a brief speech, urging all parties interested to devote themselves earnestly and without delay to the important work. He was followed by F. Fries, Esq., of Salem, the President of the company, to construct the road from High Point, on the Central N. C. Road, to Germanton. Mr. F declared that the people of Forsyth and Stokes would do their duty, and were determined to go on with their work and finish it as soon as their friends of the other part of the line finished theirs. They had secured their charter and organized.

Mr. Anderson introduced Mr. Dickenson, of Prince Edward, whom he as chairman added to the delegation from Richmond, and who occupied an important position towards the Danville Railroad, holding as he did, as proxy, the vote of the State in that road. Mr Dickenson made a very well timed and well conceived address, concluding by declaring the well understood sentiment of Virginia to be in favor of connecting with North Carolina the best way and by all ways—that the two States were homogeneous in feeling and in interests, and whom God had joined together let no human or other means and exertions be made to put asunder. This sentiment was warmly applauded.

Ex Governor Morehead was loudly called for and responded in a speech marked for its good sense and happy hits, which excited the very best feeling in the meeting. He rapidly presented some enlarged and liberal views relative to the mutual relations of communities engaged in commerce, and the folly and injustice of the Legislative measure to restrict trade and force it into unfavorable channels, rejecting others that were more natural and more desirable. He urged most earnestly upon the friends of the proposed improvement of energetic efforts and the most liberal subscriptions, in order that the road may be built. He told them they should fix a day for its completion, and go to work and finish it by that time.

Some conversation occurred as to the construction of the charter of the Coal Field Road, and relative to the time for organizing, and Messrs. Settle and Morehead gave it as their opinion that the company could not at that time organize, and that thirty days' notice after the five per cent. of the capital had been paid in, was necessary before they could elect their officers. As it was only on that day that this per cent. was paid in, it was determined to give this notice; and on motion of Mr. Settle, it was resolved to hold another meeting on the 5th of November, "*to organize the company and go to work.*" The meeting then adjourned.

BATTLE OF WATERLOO.—The following singular anecdote is told in connection with this battle in Rev. James White's History of France:

"It was a Sunday, and while all the church bells in England were calling the people to prayer the cannonade commenced. Every body was in expectation of a battle. It was known in England that Napoleon had crossed over into the Netherlands and that Wellington was ready to meet him. News was slow of coming and people's hearts were sick with the expectation of the next mail. It chanced that between the services on that eventful Sunday a clergyman in Kent was walking in his garden. His gardener was an old Soldier who had fought in Spain. He said: 'There's a fight going on, sir, somewhere: for I remember when we were in the Peninsula we always knew when a cannonade was taking place, wherever it might be, by a crumbling of fresh mould.' He took a spade and dug down a single foot, and along the smooth surface left by the steel an imperceptible trembling shook down little pellets of the soil. 'That's it, sir,' said the gardener; "they're at it, sure enough.' Before the next Sunday came round the news had spread from end to end of the sea girt isle."

THE CUBANS FRIGHTENED AT A CATTLE STEAMER.—A correspondent of the New York Herald writing from Havana under date of Sept. 23d, says:

A friend of mine, who resides near the Admiralty in this city, tells me that, observing unusual stir and activity there—boats coming and going, and signals being made to and from the Admiral's ship—he was led to inquire of a naval officer, "what was up?" He received an answer, under a pledge of secrecy, that a telegraphic despatch had been that morning received to the effect that a suspicious looking American steamer had been seen off the coast, crowded with men, who were supposed to be filibusters. Whilst this "secret" was being told my friend a signal was made at the Moro Castle that a second American steamship was in the offing—the Cahawba having been previously recognized—upon which the excitement among the naval men became intense, and increased as the stranger steamship passed the mouth of the fort slowly, as if in defiance of the frowning battlements of the fortifications. As no one knew what to make of the stranger, the Spanish steamer-of-war Conde de Venadito, whose steam had been got up expressly for the purpose, left the harbor to reconnoitre. In about half an hour the stranger again turned her head towards the port, and the Conde de Venadito at half speed preceded her into the harbor. The stranger proved to be the stern wheel steamer America, from Galveston, laden with cattle consigned to Messrs. Mora, Alfonso & Co., of this city.

GUNS, RIFLES AND PISTOLS.—Some of the towns in Virginia, Georgia and South Carolina have been rejoicing at having not only the best gun makers, but the very best shots. North Carolina, long celebrated for her rifles and riflemen, has not yet put in her claim—we hope soon to have it brought forward. A recent challenge for a trial of skill having been published in the Courier, from a Winnsboro paper, we are authorized to state that the friends of Mr. J. Henry Happoldt will accept this challenge, or any other that may be offered. With a shot gun, any distance that may be agreed on, either at a target or a pigeon match; with the rifle, from 100 to 300 yards; the pistol, from 10 to 100 yards. It is to be distinctly understood that the respective participants are to make and use their own weapons. Let this trial come off at the Institute Fair in November—such a competition will excite a laudable ambition for the improvement of firearms, and can be conducted without any improper feeling of rivalry or jealousy. It is not intended to fix the amount of the prize at a high figure, but only such as to excite an interest in the contest—but it be either in money or a silver goblet—at the same time, Mr. Happoldt's friends will meet any amount that may be desired. The sons of South Carolina will, no doubt, meet from some of our sister States, "a foeman worthy of his steel."—*Chas. Courier.*

FRIGHTFUL SCENE.—*A Woman on Fire Running for Life!*—The Norwalk, Ohio, Reflector relates the particulars of the late terrible death of Betsey Saunders, a young lady fifteen years old. Wednesday last, while engaged in ironing clothes, her garments caught fire in some manner; it is supposed from the stove. Her step mother who first saw it apprised her of the fact. She immediately seemed to have lost all presence of mind, and started for the door; upon being told not to go into the air, she changed her course and rushed wildly past her mother and out at an open door, running down a lane and out into the highway. When about fifteen rods from the house she changed her course and returned to the house, her entire person all the while enveloped in flames—sometimes reaching six feet above her head. Her garments were all cotton, including a thickly padded skirt, all of which burned furiously until the whole were consumed. So great was the heat that before her clothing was entirely consumed, the skin and flesh upon her limbs, arms, and portions of her body, cleaved off and helped the flames that enveloped her. All necessary assistance was immediately procured, and every attention that could alleviate her suffering, promptly administered. But it was evident to every beholder that her first remark to her mother when she returned to her was too true—"I am burned to death." She lingered about fifteen hours, though only a part of the time in extreme agony."

SINGULAR DEATHS.—The Hartford Press says: "There have been two other deaths in Sharpe's rifle factory within two or three years, both of which were very singular in their manner of occurrence. One was of a blacksmith, who was holding a chisel upon a bar of cold steel, for the striker to operate upon. The man suddenly, and apparently without cause, fell lifeless to the floor. He never spoke. Upon lifting him and opening his shirt a small red spot was discovered upon the left breast, and a post mortem examination showed that a very minute particle of steel, stricken by the hammer, had penetrated between the ribs and pierced his heart!

"The other was unlacing a bolt. He was left handed and was using an awl, when his hand slipped and the awl pierced his heart. He tore open his shirt, crying, 'I am stabbed!' and falling, died in a very few moments."

WORTH OF CHRISTIANITY.—We live in the midst of blessings till we are utterly insensible of their greatness, and the source whence they flow. We speak of our civilization, our arts, our freedom, our laws, and forget how large a share is due to Christianity. Blot Christianity out of the pages of man's history, and what would his laws have been? What his civilization? Christianity is mixed up with our very being and our daily life; there is not a familiar object around us which does not wear a different aspect, because the light of Christian love is on it—not a law which does not see its greatness to Christianity—not a custom which cannot be traced in all its holy, healthful parts to the Gospel.—*Sir Allen Park.*

A Boston hay dealer has been detected in a curious fraud. The hay was so loaded that a person could crawl into a hole left near the bottom of the cart, and in this place a colored man, in the employ of the hay speculator, was in the habit of concealing himself while the hay was being weighed. Of course the live freight was upon the top of the load when it was delivered, and the purchasers little suspected that either themselves or the animated one hundred and fifty pound lump before them had been sold. Some of the purchasers have paid for him a dozen times over, and begin to think it is time to take possession.