

Letter from Hon. Wm. A. Graham, in reply to an invitation to attend the Celebration of Breaking Ground on the N. C. Railroad, at Greensborough, N. C.

WASHINGTON CITY, July 7, 1851.

Dear Sir: I acknowledge the polite invitation of the President and Directors of the North Carolina Railroad Company, to the celebration of breaking ground, on that great public work, on the 11th inst., and regret that I shall be disappointed in the pleasure of being present at this interesting ceremony, as well as in my purpose, for some time entertained, of attending the annual meeting of the stockholders.

To the friends of this enterprise, with whom I have been proud to cooperate in the darkest hours of its fate, as well as to all the good citizens of the State who shall participate in the celebration of its happy commencement, I offer my hearty congratulations and good wishes. That so much has been accomplished as the subscription of the whole capital stock, the organization of the company, the survey of the entire route, the letting of the contracts for grading and construction throughout the same, and the actual breaking of ground, in the face of all the discouragements and opposition encountered since the first commencement of the friends of the work at Salisbury two years since, affords surely an occasion for mutual felicitations and rejoicing; and I look forward to the day of its final completion, as a time of deliverance, not merely from the shackles of commercial bondage, but from the dominion of prejudices and error, which, however honestly entertained, have been the lane of our prosperity.

In the beautiful allegories of Goldsmith, published nearly a century back, certainly before railroads were built or thought of, we read of the Minister of an Eastern Queen, whose administration of affairs was so much complained of among her subjects, that a day was appointed to hear those making accusations against him, and when the day being arrived, the first who complained was a carrier who supplied the city with fish. He explained that it was the custom, time immemorial, for carriers to bring their fish on a horse, in a hamper, which being placed one side, and balanced by a stone on the other, was thus conveyed with ease and safety; but that the prisoner, moved by a spirit of innovation, or perhaps bribed by the hamper-makers, had obliged all carriers to use the stone no longer, but balance one hamper with another: an order entirely repugnant to all antiquity, and those of her majesty's kingdom in particular.

The carrier finished, and the whole court shook their heads at the innovating Minister. Next came the inspector of city buildings, who charged him with having ordered the demolition of an ancient ruin, which obstructed the passage through one of the principal streets. He observed that such buildings were noble monuments of barbarous antiquity; contributed finely to show how little our ancestors understood of architecture, and for that reason should be held sacred and suffered gradually to decay.

The last witness who appeared was a widow, who had husband's funeral to lend herself on her husband's intended pile. But the innovating Minister had prevented the execution of her design, and was insensible to her tears, protestations and entreaties.

The two first offences might have been pardoned; but for the injury to the sex, so contrary to the customs of all antiquity, the Queen (says the story) ordered the criminal to be banished from her presence forever. "I acknowledge my crimes," said he, "and since I am to be banished, let it be to some ruined town or ruined village in the country I have governed—I shall find some pleasure in improving the soil and bringing back a spirit of industry among the inhabitants." This request, seeming reasonable, was granted, and a courier was ordered to fix a place of banishment answering the Minister's description. After six months' search, however, the inquiry proved fruitless: neither a desolate town or ruined village could be found in the whole kingdom. Then said the Minister, "since that country be ill-governed which has not a desolate town or ruined village in it?" The Queen, remarking the justice of the remonstrance, remitted his sentence and restored him to favor.

The projects of this Railroad are certainly within the terms of the first count of the indictment against the innovating Minister. They do propose to carry at least two hampers of fish up the country, and two barrels of cotton or hogheads of tobacco down, by means at least as simple and cheap as one was carried before.

al disadvantages by works of internal improvement. Standing on the wharf at Buffalo, where canal boats were being loaded with flour at the rate of from 650 to 750 barrels to the boat, I inquired what was the freight, per barrel, from there to New York, a distance of more than 600 miles, and received for answer, 481 cents—less by 20 per cent. than we pay our wagoners from Hillsboro' to Raleigh, and they make nothing at all. Yet this piece of good fortune, the Erie Canal, was not raised down on western New York by a Providence which has denied his blessings to us. It cost the State twenty odd millions of dollars of borrowed money; but it was money well laid out. For years it was clamored against in elections as a policy about to ruin the State and pauperize people; but by the intrepid statesmanship of Clinton and his associates, it went steadily forward, conquering all opposition, and his name is now revered as that of a public benefactor throughout the land; but the people of that great State are not content with this. By the time this letter reaches you, if not now, a law will have passed their Legislature to borrow and expend nine millions of dollars more in enlarging the grand Canal, so as to carry twice as much as is now carried on its waters, at the same cost, and consequently to cheapen transportation probably one-half below present rates.

But what the innumerable advantages of the Canal, it affords too slow a passage for our progressive age. A superb Railroad has been laid down by its side from Buffalo to Albany, and is being extended along the shores of that natural canal, the Hudson river, to the city of New York.

This is exclusive of the New York and Erie Railroad, the greatest work of the kind yet completed in the world, which shoots off from the Hudson river thirty miles above the city, and crossing the waters of the Delaware, the Susquehanna, of Lake Ontario, the Mississippi, and Lake Erie, strikes the latter Lake at Dunkirk, 45 miles only from Buffalo—a total distance of 460 odd miles.

A traveller who shall pass by one of these Roads from the city of New York to the Lake, and fail to get through in 16 or 17 hours, and at the rate of 2 cents or less per mile, will be sure to take the other on his next journey. We set out after six o'clock in the morning on the Erie Road, and with all stoppages from the holiday occasion, and the desire at various points to offer respects to the President of the United States, we reached Elmira, where we tarried for the night, a distance of 283 miles, half an hour before sunset.

Of the numerous Railroads connecting these two together at convenient points, or uniting as branches to the one or the other, and the plank roads which everywhere greet the eye, I have not room for description. Nothing is more certain than that in regard to the popular taste for works of this kind,

"Increase of appetite doth grow by what it feeds on;" and as soon as you excite the people, by a public demonstration, that they can be made without ruin, they will demand them, as they do comfortable houses to live in, or improved tools of trade to work with.

I cannot here forbear to mention, for the consolation of those among us who take so much to heart the misfortunes and blunders of the old Raleigh and Gaston Railroad, that the New York and Erie Railroad, from inexperience and bad management in its early history, proved a dead failure, at a loss of more than six millions of dollars, one-half of which fell upon the State and has never been repaid; or rather, has been relinquished as a bounty to a new company, who took it in hand under better auspices for carrying it through to completion.

But that it has now been finished and equipped at a cost of seventeen millions more, and promises to be a paying stock at the whole sum of twenty-three millions. We have not, it is true, the wonderful resources and advantages of New York, and it is with no hope to rival her great works that I reiterate these outlines of her system of improvement; but to show that our undertaking is not disproportioned to our means or our necessities. When a citizen of Mecklenburg or Cabarrus shall be enabled to breakfast at home, dine in Raleigh, and sup on the same day at no very unreasonable hour in Wilmington, Beaufort, Newbern, Norfolk or Petersburg, he will accomplish no more in overcoming distance than is now done daily by hundreds, not to say thousands, in New York as well as in other States of the Union. And he will readily perceive what benefits will accrue to him when he too can accomplish in one day what now requires more than a week.

FROM THE HILLSBOROUGH RECORDER.
Registry of Marriages.—We have been requested again to remind Ministers of the Gospel and Justices of the Peace, that, by the act of the last Legislature, it is made their duty, whenever they marry a couple, to furnish the Clerk of the County Court, of the county in which the marriage takes place, with a certificate of the facts, which duty it is to record in a book to be kept for that purpose. A failure to perform this duty will subject the Minister or Justice to a fine of TWENTY-FIVE DOLLARS.

We are informed that although there are twenty bonds on the office of our Clerk, given since the law took effect, and upon which licenses were issued, but four certificates have been returned to the Clerk. This is strange, when we consider the importance of the law as providing the means of perpetuating the evidence of marriages, to say nothing of the \$25 fine to which the omission subjects the persons who solemnized the marriage rites in these cases.

It has been suggested that omissions will sometimes occur for the want of a proper form of a certificate; but as the substance is all that is important, this need not occasion any delay in the performance of the duty. As it would be well, however, that some uniformity should be observed, the following form is recommended: STATE OF NORTH CAROLINA,)
County of _____)
This certifies that I, A. B. (a Minister of the Gospel, or a Justice of the Peace for _____ county, as the case may be,) solemnized the rites of matrimony between C. D. and E. F. in _____ county aforesaid, on the _____ day of _____ 185_____.

[This certificate may be written on the license or otherwise.]

Queerest Bark.—Dr. De Rosset, of Wilmington, when he was up at the late meeting of stockholders of the Railroad, gave us a specimen of Queerest Bark, with the remark that it had become an article of export from the North to considerable and increasing extent, being sent principally to England, where it is used for dyeing. He further remarked, that North Carolina, along the line of the proposed Central Railroad, produced enormous quantities of this article; that the Southern product was said to be superior to the Northern; and that the demand and price would probably handsomely justify extensive engagements in the bark business by the time the Railroad should go into operation.

But what is Queerest Bark? whereabouts does it grow? Our knowledge was about equal to yours, wise reader, until Dr. De Rosset informed us that it was nothing more or less than the bark of our common black oak. The specimen, as it is prepared for exportation, may be seen at our office; the scaly outside is taken off, and the white or inner bark crushed in the manner used by our tanners. If we are not mistaken in our recollection, our informant stated that that present price is \$30 per ton.

In the report of the Register of the Treasury on the commerce and navigation of the United States for the year ending 30th June, 1850, we find the value of the exports of Oak Bark and other dye to be \$205,771. Of this \$95,384 worth is sent to England, \$54,482 to France, \$21,921 to the Hansa Towns, \$10,000 to Holland, \$3,992 to Cuba, and smaller quantities to other countries.

This is probably only one of a great many sources of trade and profitable employment, which had never entered the mind of our people of the interior, for want of more direct intercourse with the great world of commerce.—Greensboro' Patriot.

A Flying Machine, says a correspondent of a French Journal, writing from Madrid, has lately been exhibited in that city, creating an extraordinary sensation among the people. A young lady, named Juanita Perez, who is described as no feather in point of size and weight, made it appear, an excursion into the air with the apparatus, soaring above the heads of the spectators with the ease and swiftness of a bird. She had been announced to fly more than 1200 feet horizontally, at a height of 600 feet, and is reported to have accomplished the undertaking to the entire satisfaction of all who witnessed the novel experiment. No particular description of the machine used is given, except that the wings, which have a spread of fifteen feet, are held by ligaments exceedingly flexible, and are moved with astonishing quickness. An apparatus for flying is also announced as recently invented by a Mr. Darville, of Paris, who designs exhibiting it at the Champ de Mars some time this month, when he will attempt a flight from the military school to Charlot. He asserts that his most complete success has attended several private trials of his contrivance, with which, on one occasion, he flew across the Seine. The wings have the same extent as those of the apparatus experimented with at Madrid.

Considering the physical difficulties to be overcome in any effort to enable a man to sustain and move himself about in the air by means of wings operated by his own strength, or even with the aid of artificial power, we cannot be expected to believe the statements above quoted without some grains of allowance. Nevertheless, in age when human ingenuity is accomplishing so much in mechanics, which, a century ago, would have been ridiculed as out of reason and possibility, prudent men have made up their minds to be astonished at nothing in the way of discovery and invention which the future may bring forth.—North American.

Desperation.—A letter to the Tribune mentions the circumstances of a merchant at San Francisco, who, having been burnt out of all that he owned by the previous fires of that city, when the flames of the last conflagration surrounded his building, in which he had all he possessed, coolly invited his wife to walk out and see the fire, and when they had passed in the street, in a moment of mad phrenzy, he drew a revolver and shot her through the head, and then instantly ended his own life with another shot.

Nearly thirteen hundred dead letters, containing property of value, consisting of money in various sums, bills of exchange, &c., for amounts ranging from \$5 to \$20,000, were sent from the Dead-Letter Office in Washington to the New York City Post Office during the quarter ending the 30th June; of which letters \$30 were delivered to the proper parties, and the remaining 466, having been unclaimed, were returned to the proper office in this city.

SUPREME COURT.
This tribunal adjourned on Saturday.—The following were the closing decisions: By RUFFIN, C. J. In Hiram v. Williams, from Martin, reversing the judgment and ordering a non-suit. Also, in Whitehead v. Reddick from Beaufort, affirming the judgment. Also in Gaskill v. King from Carteret, affirming the judgment. Also, in Williams v. Edwards, from Greene, affirming the judgment. Also, in Lane v. Jackson from Pasquotank, reversing the judgment. Also, in State v. Preswell, from Randolph, declaring there is no error. Also, in Laughinghouse v. Bullock, in Equity from Edgecombe, dismissing the bill. Also, in Robinson v. Bryan, from Bladen, reversing the judgment. Also, in McAlister v. McAlister, from Richmond, affirming the judgment. Also in Cox v. Buie from Davidson, affirming the judgment. Also, in Walters v. Jordan, from Person, affirming the judgment. Also, in Doe ex dem Kluge v. Sackenever, from Forsythe, affirming the judgment. Also, in Ellison v. Andrews, from Martin, affirming the judgment. Also, in Shannon v. Jones, from Pasquotank, directing a venire de novo. Also, in State v. Clark, from Person, declaring that there is no error. Also, in Cameron v. Mason, in Equity from Cumberland, dismissing the bill with costs. Also, in Cross v. Camp, in Equity, from Northampton, decree for injunction and sequestration. Also, in Manchester Railroad v. Russell, from New Hanover, affirming the judgment.

By PEARSON, J. In Robinson v. McDonald, from Bladen, reversing the judgment. Also, in ex dem Moore v. Moore, from Bladen, reversing the judgment. Also, in Burton v. Burton, in Equity from Caswell, dismissing the bill. Also, in Timberlake v. Harris, in Equity from Franklin. Also, in Harvey v. Smith, in Equity from Halifax. Also, in Hinton v. Lewis, in Equity from Wake. Also, in Phillips v. Humphrey, in Equity from Onslow. Also, in State v. Jenkins, from Richmond, declaring that there is no error in the proceeding. Also, in State v. Yarrall, from Martin, judgment for the defendant. Also, in State v. Martin, from Forsythe, directing a venire de novo. Also, in Buffalo v. Bangh from Wake, directing a venire de novo. Also, in Phelps v. Cheson, from Washington, directing a venire de novo. Also, in Simpson v. McKay, from Bladen, affirming the judgment. Also, in State v. Cohoon, from Tyrrell, declaring that there is no error in the proceedings of the Superior Court.

By NASH, J. In Jones v. Jones, from Jones, Petition to remove guardian, order affirmed. Also, in Wood v. Dail, from Perquimans, reversing the judgment of the Superior Court. Also, in Dail v. Wood, from Perquimans, affirming the judgment. Also, in Leavitt v. Eberidge, from Currituck, affirming the orders of the Superior Court. Also, in Taylor v. American Bible Society, in Equity from Currier, declaring the several legacies in the first clause of the will void for uncertainty, &c. Also, in Clagon v. Vessey, in Equity, from Washington, directing the order to be reversed. Also, in Beaman v. Rea, in Equity, from Washington, declaring the plaintiffs entitled to the relief asked for. Also, in State v. Wardens of the Poor, from New Hanover, that there is no error in the judgment. Also, in Milgott v. Brooks, from Hyde, affirming the judgment. Also, Long v. Spruill, in Equity from Washington, dismissing the bill with costs.

AARON BURR.—About the year 1795 Colonel Burr was owner of nearly one-fourth of a block fronting Nassau, Cedar, and Liberty streets, and Broadway. He was an eminent lawyer, with an extensive practice. I was informed by one of the profession that his practice at one period was worth ten thousand dollars a year. I used frequently to sit on juries in the old City Hall (now the site of the custom-house) when HAMILTON and BURR were the opposing counsel. They were both acute lawyers and eloquent speakers. A remarkable incident took place one day. They were trying the validity of a will. HAMILTON, having the bill in his hands, happened to hold it between the window and his eyes. He rose, and prayed the court to stay the proceedings, and handing the will up to the judge, (I think it was Brookholst Livingston,) remarked: "If the court please, there is a witness from Heaven that will set this matter at rest. If the court please, hold the instrument so as to look through the paper. The water-mark is dated five years after the will was signed. The testator could not make a will five years after he was dead." Of course a verdict for the defendant was given at once.

In the year 1800 Colonel Burr was elected to the office of Vice-President of the United States. On the 11th July, 1804, he retired from political life. The fatal termination of the duel with Hamilton, and the verdict of "wilful murder" rendered by the coroner's jury, caused him to absent himself from this part of the country. He travelled through the Southern and Western States, for the purpose of getting up an expedition against Mexico, for which he was tried for high treason. He then fled to England, where his papers were seized, and himself thrown into prison. He then was liberated soon after, travelled in France and Germany, and returned to New York in 1812. He resumed the practice of law at No. 15 Nassau street. Being lightly esteemed by his fellow-citizens, the effort was unsuccessful, and he soon fell into decay in mind, body, and estate. MATHEW L. DAVIS, his last solitary friend, stuck to him closer than a brother, and had him lodged in a solitary hut, with a lonely widow, on a desert sand-bank in the wilds of Staten Island. Here, through the bounty of Mr. DAVIS, he lived for eighteen months; and here on the night of the 14th September, 1836, died AARON BURR, in the eighty-first year of his age, with not a friend to close his eyes, or wipe the dew-drops of death from his brow. Washington, Adams, Jay, and Hamilton, died surrounded by weeping friends, and their graves were bedewed by the tears of grief. "He that honors me, I will honor; he that despises me, whose Author is Divine, Burr was buried at Trenton, New Jersey.

Laurie Todd in the Home Journal.
Bell's Life in London recently stated that a lady had lost no less than £20,000 on the Derby Race. The Limerick Chronicle says the lady is the only daughter of the poet Lord Byron, "Ada, sole daughter of my house and heart."

From the Philadelphia North American.

THE COALITION IN PENNSYLVANIA.
What has most distracted the country since the adoption of the "Peace Measures," and more than anything else tended to fan the flame of agitation, which was fast flickering in its socket, have been the coalitions between the Democrats and the political Abolitionists or Free Soilers for the distribution of the spoils. While the former have been most loud-mouthed in their professions of devotion to the constitution and its obligations, and among the most clamorous champions of the compromise, they have notwithstanding all these declarations, courted every occasion whereby the unworthy and mercenary alliances to which we have referred might be formed and consummated. And thus, between incessant and unmeaning protestations about preserving the Union, and base combinations with its worst enemies, the Democrats have contrived to prevent the enjoyment of that peace and tranquility which would have been restored but for their demagoguing proceedings. They are the most dangerous agitators; for, besides exciting the public mind in regard to an imaginary danger, they have so shaped their plans as to justify the apprehension of a real one. And this brings us to the examination of the subject more in detail.

The country was gradually resuming its natural repose, when it became startled by the coalition in Massachusetts, which secured the choice of a Democratic Governor, the election of Mr. Rantoul to the Senate for nine days, and subsequently the election of Mr. Sumner to the same high position for six years. These results were effected by a union of the main body of the Democratic party with a handful of Free Soilers, thus proving the disposition on the part of the former to make any combination which would insure a fair proportion of profit. That coalition was perfected in the face of the most solemn assertions from the Compromise by the Democrats, who thus became the principal party to their accepted allies, such as none but Democrats could employ. It was projected and completed upon the same mercenary policy which was made to operate in Ohio, when Mr. Chase was elected to the Senate by a similar combination, and when the Judges and other State officers were appointed among the Democrats, as their share of the proceeds. It was carrying out the same principle by which Dodge, Shields, Whitecomb, Hamlin, and others were elected to the Senate by Free Soil influence and pledges, only upon a more extended scale, and with more profitable results to the party.

The game which was played in the States which we have named, and in others, is now about to be repeated in Pennsylvania, if the schemes of intriguing managers can succeed. The heads of the different factions have conspired together, arranged their plans, negotiated their terms, and for aught that we know, may have signed the contract, as W. J. Brown, the "regular candidate" of the Democracy for Speaker, in the last Congress, did with the Abolitionists, who were necessary to secure his election. In order to give importance and efficiency to the coalition, the so-called National Democrats introduced Mr. David Wilmut into full communion with the Convention at Harrisburg, where he is reported by telegraph to have spoken as follows on the 11th of June:—

"Mr. Wilmut then again spoke at considerable length. In the course of his remarks he declared his determination to support the Reading nominations for Governor and Canal Commissioner, although he said he could not give in his adhesion to all the resolutions passed by that Convention. Resolutions adopted in Pennsylvania Democratic Conventions, now-a-days, were treated with little respect, either at home or abroad. He hoped for better things hereafter."

So much influence did Mr. Wilmut exercise in that Convention, that no member rose in his place to rebuke the sentiment which he uttered in contempt of the resolutions; and when, on the succeeding day, a Mr. Brewer undertook to question Wilmut's political integrity, he was "chilled down" with cries of "shame." It was expedient in Wilmut to denounce the regular resolutions, which are so much vaunted in the part of the State, because he well knew, while his followers were willing to take the candidates as they stood, and upon his representations, they would not swallow the "platform" which sustained the Adjutant and repudiated the act of 1847, denying the jails to fugitive slaves, for the passage of which Col. Bigler had so zealously labored when the law happened to be more acceptable than it is at the present time. It may be broadly asserted, from all that occurred in the Harrisburg Convention, from the singular deference with which he was treated, and from the manner in which a manly assailant was "chilled down," that Mr. Wilmut was its controlling spirit.

If that look be composed exclusively of "National Democrats," as is falsely pretended, why is it, we ask, that Mr. Wilmut was admitted at all? Why was it that he, of all others, was so much flattered? And why is it that not one voice in the party press here has been raised to repudiate the association. We tell the people of this State and the people of the South, who have been misled by the arts and hypocritical professions of Locofocoism, that the wire-workers dare not now dispense a syllable disparaging to David Wilmut, and that the silence observed by the Pennsylvania and its confederates, is a silence occasioned by fear of the loss of his power, and the apprehension of a full exposure of their schemes. And yet, while this party is thus outraging all its professions designed for effect in our community, by openly confederating with the prime leader and chief of Abolitionism, its organs have the effrontery to charge others with sectional sympathies, while they are arranging combinations which will do more to disturb the quiet of the country than any that have been formed. What is the South to say and feel when it sees a great party descending to court the favor of a desperate faction, merely to obtain power? What is the South to say when David Wilmut is found affiliating with a Democratic convention, and dictating his terms of support by utterly repudiating their resolutions?

Can it be supposed that the Southern people are so wilfully blind that they will not discover in this sign a determined purpose to raise again the flag of "aggression," by placing the standard in the hands of au

avowed incendiary? We warn our friends here to beware of this contaminating influence, and, to join with us in crushing a combination so venal in its design and so dangerous in its tendencies. Whoever supposes that Mr. Wilmut entered into this coalition without a well-insured consideration, will find his error soon gazetted. A part of the bargain is that the aforesaid David Wilmut is to be nominated as the regular candidate for the President of the ship of his district, and is to receive the support of the party, as the *quid pro quo* for his support of Col. Bigler and the regular ticket. And in order that the country may understand the contract between the tactics pursued by the Democratic press in the Northern and North-western parts of this State, where there are Free Soilers to conciliate, and in this region, we will furnish a few citations for the edification of those who may not have watched the progress of this deception, as we have found it necessary to do. The following is from the Bradford Reporter (Mr. Wilmut's immediate organ, which is now working in the same harness with the Pennsylvaniaian.

"We accept him (Bigler) as our candidate, for his ability, honesty and integrity, and for the success and perpetuation of those principles, which, illustrated and enforced by the lamented Shunk, have done so much towards redeeming our State from its financial embarrassments, and shall labor for his triumph, but we totally repudiate the issue which is attempted to be raised by those whose ambition is greater to see the Keystone bow the knee to the Bait of slavery than to see the principles of Democracy triumphant. Fighting a battle upon the justice of the Fugitive Slave Law would be an uphill business in this region, and the clap-trap of the Union being in danger, may be good bait to catch certain Whigs, but won't go down with the people."

Again, says the Pittsburgh Dispatch:—"The fugitive slave law, so notoriously held in abhorrence by the masses of the Democratic party in Pennsylvania, has been coolly embraced by the politicians at Reading—who resolved" "the Democratic party will faithfully observe and execute, so far as in them lies, the most infamous law that ever disgraced our statute book."

Again, says the Harrisville Application, which claims to be an orthodox of the Pennsylvaniaian or any other print:—"The resolutions of the convention in opposition to the anti-kidnaping law of 1847, while it may advance the interests of those it was intended to aid, can neither prove a credit to the party, nor a benefit to the nation, especially when it is remembered that that law was voted for by Col. Bigler, and signed by Francis R. Shunk, a man whom the Democracy despised to honor."

Again, the Independent Democrat, of Mercer county, whose editor is a candidate for Associate Judge, says that the Whig resolutions at Lancaster are such as will "definitely purge the Whig party from every taint of Abolitionism." These few extracts, out of many with which we are provided, show, while the Locofocos in the Abolition counties of the State are endeavoring to propitiate favor by pandering to the worst prejudices, and denouncing the Whigs for having yielded every thing to the South in the Lancaster Convention, that in this city and its vicinity they are conducting the canvass on grounds directly opposite, and with pretended hostility to the declarations of their Abolition allies.

We have frequently exposed this gross imposition, and we now again hold it up to public indignation, that it may receive that punishment which detected fraud so justly deserves.

The Crops.—We are pleased to state that the prospects of a fine yield of the Rice crops in this section are very encouraging. More so than in former years. Planters with whom we have conversed, assure us that the growth is luxuriant, and bids fair, if not seriously injured by the usual drawbacks, freshets and rice birds, to harvest abundantly.

The Corn crop is also fine, we understand.—Wilmington Herald.
New Application of Steam Power.—At the pressroom of Messrs. Childs & Platt, 49 Spruce street, yesterday inspected a machine that was taking in broad sheets at one side and piling them up neatly folded, at the opposite side. With but a boy to feed it, he turned out eighty folded papers per minute, and we presume it would do much more, for we see no limit to the speed at which it may be worked. Here is another step forward, and next we expect to be invited to see a machine taking in raw cotton at one end and sending forth folded newspaper at the other.

New York paper.
[One of the machines described above has been in operation in the office of the National Intelligencer for several months past, and a beautiful and most ingenious machine it is. It is geared to the same steam engine which moves the printing machine, and folds the papers as fast as they are printed. It is the invention of Mr. E. N. Smith, of Springfield, (Mass.) and was brought on and put in the Intelligencer office by him.—Nat. Intell.]

Strawberries.—The Monmouth, N. J., Inquirer states that Mr. John S. Whitlock, of Raritan township, in that county, has succeeded well in his strawberry culture. He has cleared from it, by sales, this season, \$2,200 over and above freights, and all expenses.

Mr. W. W. Corcoran, of this city, in a letter transmitting fifty dollars, bearing date on the 4th of July instant, to the General Agent, expresses his intention to contribute the like sum on each coming 4th of July for the Washington National Monument until the said Monument shall be completed.

Eager to get to America.—Two females were discovered in casks on board a vessel bound from Liverpool to Charleston, a short time since, after being fourteen days at sea. Several others similarly concealed were subsequently discovered. They had no money to pay their passage. What they did for food we are not told.

Jenny Lind at Utica.—Jenny Lind's concert at Utica took place on Monday. The excitement was very great, and tickets sold at high prices. The wonderful tales of Miss Lind's charity have preceded her, for "one woman applied to a gentleman to obtain an introduction to Jenny, saying she had about forty miles to see her, for she wanted Jenny to give her a spring wagon."

NORTH CAROLINA RAIL ROAD.

[We have already published an account of the late meeting and celebration of the Central Railroad Company, but following, which has been forwarded by a gentleman of the West, contains particulars and views of additional interest. We therefore publish it, omitting which it is not necessary to repeat Board of Directors, &c.]

By THE WAY OF THE CITY.
July the 14th, 1851.
Messrs. Editors: Having been present at the annual meeting of the Stockholders of the North Carolina Rail Road Company, held in Greensborough on the 10th and 11th inst., I have thought some description thereof and of the celebrations connected therewith might not be uninteresting to you and the readers of your paper.

During the progress of the meeting several animated discussions were conducted, generally, with reasonable propriety and good sense. All appeared to be impressed with the truth that Rail Roads cannot be built by the usual oratorical display, or by the investment of low and vulgar prejudices. Although a variety of opinion was entertained on the various questions that came up for discussion, yet there was a manifest determination so to act as to preserve intact the security of the most competent officers in the construction of the work, and thereby hasten its completion in a substantial manner with reasonable cost, and with justice and equality to individual stockholders and to the State.

From the report of the President it appears that the several corps of Engineers were organized and commenced operations about the 20th, or perhaps the larger part of last September. Since that time they have located the entire Road, 223 miles length, which distance, added to the experimental surveys, make the sum of 315 miles surveyed. They likewise made accurate estimates of the number of cubic yards of earth and stone to be excavated, the number of cubic yards to be filled up the entire cost of graduation, and the probable cost of the entire works, and furnished maps and profiles of the Road, its elevations and depressions.

All, or the greater part of this work, has occurred in a little more than three months, including the winter months. It also appears from the President's report that the graduation of almost the entire line is now under contract, to be completed from the Neuse River, one terminus, to Raleigh by the 1st day of January 1852, and from Raleigh to Charlotte, the other terminus, by the 1st day of January 1853, and that the contracts have been made almost exclusively with citizens of North Carolina.

The President reports the entire expenditures of the past year to be only \$28,000.

It is doubtful whether an instance can be found in the history of Rail Road construction in which so much work has been skillfully done in so short a time, and so small a cost, by so small a force. Much credit therefore is due the President and Directors of the Road, the Chief Engineer and his accomplished corps of Assistants. Under their direction, judging from the history of the past, the Stockholders and others interested may cherish the most confident assurance that the enterprise will be rapidly completed in an enduring manner, and with no unnecessary expenditure.

May we not congratulate ourselves, that the Legislature granted a charter so liberal that our citizens subscribed their means freely, and that they have now offered the labour, their bone and sinew, to complete the enterprise by them so nobly begun? A work calculated to reveal the unknown resources and wealth of the State to arouse energy, and stimulate enterprise to open to our citizens the markets of the world, commenced by North Carolina capital, and executed by North Carolina labour, may truly be called a North Carolina work.

On the morning of the 11th, the day set apart for the ceremonies of "breaking ground," the streets of Greensborough were thronged by such a multitude, for number and for intelligent and healthy appearance, as is said never before to have been seen in that pleasant and thriving town.

About 11 o'clock A. M., a procession was formed on West Street, under the direction of John L. Morehead, Chief Marshal, and J. D. Cumming, J. B. Greaser, J. F. Howlett, and J. H. Lindsay, Jr., Assistant Marshals.

The procession, having with some difficulty been formed, advanced to South street, to the right and proceeded along that street, to the place selected for the ceremonies of the occasion. Here a space an hundred feet square had been enclosed with stakes and ropes. The North side extending to a beautiful grove, which had been well furnished with seats, was reserved for the Ladies, many of whom enlivened the scene by their graceful forms and approving smiles.

On the south side of the square, a beautiful piece of the Rail Road seal, painted and presented by the ladies of Edgeworth School, was suspended in a superior gilt frame from a post high above the heads of the multitude. It represented a locomotive and tender upon a steam boat, the Yadin River covered with steam boats, a canal, canal boats, a beautiful Island, (Cowan's Island,) the capital, trees, mountains, and clouds in the distance, gilded by the rays of the rising sun—a fit emblem of the rising of the sun of North Carolina's prosperity, dispersing the clouds of slud and despondency from her borders.

From her introduction and tendered his first earth to Mr. Graves accept our hesitation, and delivered a speech, and the same enthusiastic President. At the he laid down the hard earth with a of which produce the entire assembly spade, and with dug up in a cobb occasion. In the number of each State, the names subscribers to the dent, Directors are is then to be sold hundred years before. The ceremonies being closed, the paired to a most pared and given ford.

At 8 o'clock in and gentlemen, of small, proceeded of Edgeworth Gro of the Old Follos. The ders formed a pro super regular, with the beauty of the handsomely illum with numerous it which it may not.

One represent, and car, upon a t by some ingenious rung, the shrill w they darted over genuine Rail Road the cost of ampu on one side repu hands of the Edg other the minor of with the fly of th these and other t a fine exhibition of conclusion of the sent up bearing the County through located, and of the to its construction was announced and ascended, one mile showing that this section engaged the others, a fit emblem good wishes that it.

But on this occ finest exhibition of their neat dresses and sparkling ribbels pronounced walks with which recently ornamented their present accor sibly some of the plighted, and arro and a proper del sure.

With the close, and the glee of one of the most it has for a long tim State. Enthusiasm mated the scene, each section, deli resolved to hasten great enterprise, so and convenient fo associations of the Yours w

THE RIGHT A FORCE THE LAW the State, espec Districts in which Standy are emul making to excite to the people ager Government, State which resi or Secedes from ing article from timely reply to this clamor. It is died, and preserved son, Cass, Polk, I Grundy, Dickins Johnson, and vari of the Democracy, a law having that law which was all in North Carolina.

From the Ordinance declar "And we the P to the end that it by the Governo People of the Co tention of the m and declaration, d er declare that v plication of force at Government, d ienced, but that v sage by Congress the employment against the State constitutional an any act abolishi this State, &c. as per continuance o Union, and that will therefore b from all parties and governo with the people will forthwith pte rivate government, things which so States may of rly Here there was ration on the part determination to tempted to enforce her borders. This met by the Pro of date Dec. 11, 1850 and accession