IX. That these Eighteen Select men, thus actions of said Convention, and that said Clerk, tracks. On most of the latter, the rails are any greater depth of the service than is nec. It is easier to go over the same elevation on a upon the application of any person or persons laid four feet eight and a half inches, on others essary for embedding the sills, for it is impor- plank road than on a common dirt one; for on aggrieved, do issue his warrant to one of the four feet six inches a part; in New Jersey, tant to preserve as solid a foundation as prac- plank there is no cutting into the substance Constables of the Company to which the of- Ohio, and Mississippi, four feet six inches; ticable. The plank tracks should be laid as passed over, nor encountering of stones by the fender belongs, directing said Constable to South Carolina, Georgia, and Florida, five feet; far on one side of the road-bed as can be and wheels; and if, as it ought to be, the plank summons and warn said offender to appear be- in Louisiana, and on the Portland and Montre- leave a sufficient shoulder to keep the earth on way is covered with a slight coating of earth, fore the Convention, at their next sitting, to an. al road, five feet six inches; New York and that side up to and even with the top surface the only danger suggested, the slipping of the swer the aforesaid complaint.

outh, to the Clerk, or any member of the Con. Bristol, the width is seven feet. vention, that he has reason to suspect that any until the next sitting of the Convention.

when collected.

received from such public officers.

formity to these Resolves.

country, and upon information being made to the next sitting of the Committee, who shall deal with him as prudence may direct.

America.

iness to execute the commands and directions inches will do, but not less. of the General Congress of this Province, and this Committee.

XX. That the Committee appoint Colonel Thomas Polk and Doctor Joseph Kenedy to purchase 300 lb. of powder, 600 lb. of lead, 1000 flints, for the use of the militia of this county, and deposit the same in such place as the Committee hercafter direct. Signed by order of the Committee,

EPH: BREVARD, Clerk of the Committee. Charles town : Printed by Charles Crouch. on the Bay, the Corner of Elliott Street.

*This last paragraph is in Mr. Wright's own hand a Secretary or Clerk. Note by C. B. (To be Continued.)

MORE COUNTERFEITS.

We were yesterday shown a counterfeit Twenty Dollar Note of the State Bank, being, as we are informed, the first spurious bill of been seen in the circulation, and consequently it is the more necessary to caution the public against the deception.

hand, to detect the spurious ones.

bill is a female, scated in a shell car, drawn by other roads where sills are used. The sills sea horses-in the spurious a female with a should be well bedded in the earth, their top vase, presented to a large spread eagle. In surface barely in sight, and the earth in which the genuine, to the left is a medallion likeness they are embedded should be broken and pulof Franklin-in the other is delineated a sheaf verized, so as to leave no stones or other hard of wheat. The likeness of Washington to the substances to obstruct their settling evenly, and right is, in the true bill, facing to the left, and thus permitting the plank to sink down firmly in the counterfeit to the right. The figures 20 on the earth as its main support. Two stringto the right and left of the vignette, in the gen- ers only are used on the Salina road, 4 by 4 nine plate, are in ornamented circles, and dis- inches in size, and none less than 13 feet in tinct and clear-in the spurious the circular length; they should be so laid as to break joints, engraving is irregular, and a star of eight rays as in laying brick, or putting on siding-that is almost abliterates the figures. At the bottom the ends of the stringers on one side should not and centre of the genuine bill is a plough and be laid opposite the ends of those on the other rake, on which rests a sheaf of wheat-in the side. About 6 feet 8 inches is the proper width counterfeit is a small eagle.

observant a guide to detect the counterfeit. The the wheels of most road vehicles, and thus give signatures " Edward Sehring, President," and a continuous bearing on them, One set of "Henry Trescot, Cashier," are well executed, sleepers of good timper and well bedded, will and in our opinion calculated to deceive the last as long as two or three plankings. most practiced eye. The filling up of " N. R. Middleton," to whom both the counterfeit and genuine notes are made payable is badly imi-

nounces as an " arrival extraordinary," a small craft from Body's Island, N. C., with a cargo of Perripans, numbering about twenty five hun-

matters of controversy, for sums exceeding for. Report on Plank Roads made by Mr. PHI-Legislative Council of Wisconsin.

2d. Width of Planking. vailed with regard to the most suitable guage road, perticularly on an old road-way, care much cutting down. We pass over rises on convened, do chuse a Clerk, to record the trans- for the width, as well of plank as of railroad should be taken not to break up and pulverize our road, (short, it is true,) of one foot in ten. Erie road, six feet; while on the "Great Wes- of the plank; one stringer should then be laid animal, is avoided. It would be a prettier sight X. That any person making complaint upon tern" railway, in England, from London to by the eye, from four to six inches inside of the for the eye, were we to grade our plank roads

as may be found, and such goods or chattels single track, as the standard breadth. It is plank, so that they will rest at all points firmly tire foundation is to be made anew, it is diffitime if the debtor fail to return and discharge plank is found seldom or never to be extended close and tight together as practicable. In in regard to the expense of grading, &c .the debt, the Constable shall return the wars over a greater breadth than seven or eight feet making the side earth track, or turn out path, Should the line of the road pass over a plane rant to one of the Select Men of the Company, at the centre. It follows, then, that all over which is twelve feet wide on the Salina road, surface, with only gentle undulations, or over where the goods are found, who shall issue or eight feet for a single track, is, for all practical the earth should come up even with the top sur an old road way, with no hills to cut down nor ders to the Constable to sell such a part of such purposes, labor and material thrown away .- face of the plank track, and slightly fall off to- vallies to fill up, fifty cents a rod might cover goods as shall amount to the sum due; that As the travel converges to the centre of an wards the ditch at a depression of about four the expense; while under other circumstances, when the debt exceeds forty shillings the re- eight foot track, the superincumbent weight of inches in the twelve feet. A planked way thus one dollar per rod would not be too high an esturn shall be made to the Convention, who shall the vehicles will rest there, pressing and keep. thoroughly and carefully built, says Mr. Alvord, timate. Seventy five cents per rod was the ing the superstructure firmly and evently down "is the ne plus ultra of road-making." Mr. cost on the Salina road. The grading, when XII. That all receivers and collecters of quit on the bed; while on wider tracks, say nine Geddes saw a road in Canada which "had once well done, is done for all time. rents, public and county taxes, do pay the same or twelve feet, the inclination of vehicles to ei. been worn out, and was being replanked : the into the hands of the Chairman of this Com- ther side would tilt up and loosen the opposite sills were still good, and the plank sound on mittee, to be by them disbursed as the public ends of the plank. On the Toronto road, after the underside, save where air had supplied the exigencies may require; and that such receiv- seven years' use, the top surface of the plank place of earth, and there they were destroyed ers and collectors proceed no further in their was found to be worn in the centre to the by rot." office, until they be approved of by, and have breadth of seven feet only, and to the depth of given to, this Committee, good and sufficient five eights of an inch; the rest of the surface. security for a faithful return of such monies say four feet, (the entire track being twelve feet,) was almost as untouched as when the XIII. That the Committee be accountable planks came from the saw. Of course oneto the County for the application of all monies third of this planking was useless, and one. third of the expenditure on account of it a dead XIV. That all these officers hold their com- loss. In Canada, through and in the vicinity missions during the pleasure of their several of the principal towns, the sixteen foot double veved before two Select Men of the said Com. and spiked to the sills; but this is now deemed and perhaps wheels of not one team in a hunand accourrements and hold themselves in read. inch plank should be used; otherwise three

> 3d. Sills-or Sleepers-or Stringers. A diversity of opinion has prevailed in regard

to this part of the structure. "The sleepers," says the New York Senate report, "both in size and in number, have varied and changed since the first introduction of plank roads. At first five or six were placed under a 16 foot road, and were 6 inches square. But they dantly sufficient; the roads laid upon the light sleepers at present used, are as solid, and endure as well as any roads ever built." About a mile of single track plank road is being laid down around the depot of the Detroit railroad. and the engineer writes to us that he uses foundation is somewhat unsettled, his sills are 3 by 8 inches, laid flatwise-ordinarily he would use a 4-inch square sill. On the Salina road, 4 by 4 scantling is used for stringers ; that denomination on the State Bank that has sills of this size will, more readily than larger ones, settle with the rest of the superstructure, leaving the plank to rest closely on the earth, thus excluding 'air and decreasing the liability The vignette at the top and centre of the true the road is preserved nearly as exact as on between the two lines of stringers, for an 8 feet These abvious marks will give the most un. single track road, which will bring them under

4th. The Bed or Foundation.

An important part of the whole structure, is tated, being much more cramped in the style the preparation of the bed of earth, or foundaof writing in the spurious than in the genuine tion. This should be graded about twenty-one foundation is graded thirty feet wide between feet wide, measuring from the inside top lines the ditches, and the bed raised twelve inches of the ditches on each side; the earth on the above the natural surface of the earth. This The Norfolk Beacon, of the 13th inst., an surface of the bed should be broken and made road ascends from the lake to the level of the fine and firm as practicable, and graded smooth; country by a grade of one foot elevation in thir. 1000 guineas was staked. good ditches should be dug in the beginning, ty, although in one case it overcomes an assay two feet deep, and two and a half feet wide cent of one foot in twenty; and it is Mr. Tal-

to the nature of the soil; a sufficient number of twenty one can be very easily overcome on a

5th. Single, or Double Track.

In the opinion of Messrs. Geddes and Alvord,

it is seldom necessary to build more than one

plank track eight feet wide on the same road,

except in and near towns and villages, or other

peculiar localities where a very large amount

track is still used; but in New York it is being not seen the thing tried, that one track is en. Ellis, Burton Craig, and others. Resolutions protest may be stricken from the journals, and his vote XV. That this Committee will sustain all abandoned in almost all cases, and two eight tirely sufficient, except in cases of an extraor. were adopted expressing a hearty approval of damages that ever hereafter may accrue to any feet single tracks substituted. Mr. Alvord is dinary amount of travel; but it is so." Mr A. the wise and patriotic Legislation which conor all of these officers thus appointed and thus so strongly impressed with the belief that remarks, that "great speculative objection was ceived and adopted measures so eminently calacting, on account of their obedience and con- eight feet is abundantly sufficient for the width made in the start to but one plank track; but culated to improve the condition of our State; of a plank track, that were he called upon to we have now the entire community with us in measures to the completion of which self-inter-XVI. That whatever person shall hereafter build a road fifty feet wide, he would construct deciding that, on all ordinary roads, one track is est as well as patriotism should prompt every receive a commission from the Crown, or at. it in separate eight feet tracks. "It would fully sufficient. The reason is this: the travel in tempt to exercise any such commission hereto- certainly be a little more pleasant for an un. wet weather is entirely on the plank, except the fore received, shall be deemed an enemy to his steady driver to have a wider track; but econ- turning of the light teams; but they seek the omy in building prevents it, while the real use. plank again as soon as they can get around the Company in which he resides, the said Compa. fulness of the road is not impaired." In Can. team met or overtaken, so that the turn-out my, shall cause him to be apprehended and con- ada, the ends of the plank are mostly pinned track is not cut with continuous lengthwise ruts, pany, who, upon proof of the fact, shall commit useless by the New York engineers; and a dred turn-outs will strike the exact curve of anhim, the said offender, to safe custody, until the Detroit writer says the only use of pins or other; consequently, in our experience, our spikes is to keep the planks from being floated turn-out track being well graded and passing off, where the track should chance to be sub. the water from its surface, remains perfectly XVII. That any person refusing to yield obc. merged in water. The planks on the Canada hard and smooth." And during a thaw about dience to the above Resolves, shall be consid- roads, whether of pine, hemlock, or oak, are the beginning of January, when the frost was ered equally criminal and liable to the same sawed three inches in thickness, and general. entirely out of the ground, their turn-out track, punishment, as the offenders above last men. ly from eight to fifteen inches in width; but which is made of common earth scraped up on the engineer of the Salina road, in speaking of the spot, remained perfectly good, and no diffi-XVIII. That these Resolves be in full force the proper thickness of the plank, recommends culty was experienced in passing off and on the and virtue until instructions from the Provin- that where two tracks are made alongside each plank. The Salina road has but one trackcial Congress regulating the jurisprudence of other, one (for loaded waggons going to mark- except that for about 100 rods through the vilthe Province shall provide otherwise, or the et) should be laid with four-inch plank, and lage, there are two eight feet tracks, four feet legislative body of Great Britain resign its un. the other (for generally empty or light ones apart, with a graded path-way between; thence just and arbitrary pretentions with respect to returning) with plank only three inches in but one track runs a distance of two and a half thickness. In those cases where the amount miles, "until it reaches a soil of deep and yield-XIX. That the eight Militia companies in of travel is sufficient to wear out the plank be. ing sand, where two tracks are again laid and the county, provide themselves with proper arms fore it would have time to not out, then four continued a short distance, until the road, descending a slight hill, gains the level of the land, across which two tracks of eight feet are attention. - Hillsboro' Recorder. carried for three-fourths of a mile, until the road-way is composed of a gravelly soil, whence but one track is used to its termination." The objections to a sixteen feet double track are : have been gradually reduced, both in size and As we have already shown, the travel will connumber, so that now, under an 8 ft. track, two verge to the centre, and the depressing of a sleepers 4 inches square, are considered abun- wide road at the centre causes a springing up of the ends of the plank, which, admitting the air and moisture, renders them unstable in their position, and promotes rot; whereas on an eight feet road, common waggons, whose track is five feet four inches, bear more equally on the plank, and tend to keep them in, rathplank of three inches in thickness, and, as the er than jostle them out of their place; and thus the timber is all worn out together. Again, on a sixteen feet track, heavily loaded teams, travelling in the centre, as all vehicles from an early inevitable consummation of conchoice will, move so slowly in turning out, that light and fast vehicles, unless they have leisure to await the tardy movements of the heavy one. must be crowded off the plank upon the sidling embankment, (there being no turn-out path to The plate of the spurious bill is wretchedly to rot. Indeed, some think that the chief use a sixteen feet track.) in their efforts to get by defective, as to its general execution, and en- of sills is to grade by, and keep the foundation the other within any reasonable time; on an tirely different in the vignettes and ornaments. in shape until it acquires solidity by settling, eight feet track, however, when a heavy and We point out the prominent discrepancies, to &c. On a short road near Toronto, no sills a light team meet, the latter of course takes the enable those who have not a genuine bill at at all are used, the planks resting immediately turn out path, and no difficulty nordelay ever on the bed of earth, and the grade and form of need occur in passing. The plank on a sixteen feet double track at Toronto having become loose and unsettled, they were sawed in two in the centre-thus partially imparting to the road the advantages of two eight feet single frage and equal representation on the tracks, excepting the convenience of a turn-out path in the centre; after which, it is said to racteristic of younger southern States, have worked better than any sixteen feet track had ever done before. "It certainly would be more pleasant for an unsteady'driver," (remarks Mr. Alvord.) " to have a wider track than eight feet; but economy in building prevents it, while

> by confining it to that width. When the construction of a sixteen-feet track becomes absolutely necessary, in locations where the nesettled and yielding consistence of the soil will not admit of grading a turn-out path of sufficient solidity, from three to five sills should be used, on a crowning grade with a convexity of two or three inches in the centre of the road; and ends of the plank should be slightly sprung down on each side, and spiked or pinned to the outer sills.

the real usefulness of the road is not impaired"

6th. Grading.

The Port Stanley and London plank road at the bottom, sloping on the sides according cott's opinion, that an inclination of one foot in

sluices or culverts should be made under and plank road. But Mr. Alvord, in a recent letacross the bed, to pass all water that strikes ter to us says: "In building a plank road, there LO WHITE, February 11, 1848, in the bed rapidly off, and effect a thorough drain. is no necessity of paying that strict attention age. "I cannot impress too strongly upon you, to lengthwise grading, which is supposed to be (says Mr. Alvord) the necessity of building your necessary by the speculative (not practical) road road-way high, and draining it well by side ditch. builder. I can hardly conceive of any eleva-Much diversity of opinion seems to have pre- es and culverts." In grading crosswise of the vation in your country which would require intended outline of the plank; then lay the oth. more level; but while their practical utility is (To be Continued.)

THE CENTRAL RAIL ROAD.

Much interest is beginning to be manifested in the schemes for Internal Improvement projected by our last Legislature. A Rail Road meeting was held at Salisbury on the 8th inst. which the Watchman describes as in a high degree interesting, and as evidencing a greater degree of unanimity of sentiment and cordiality of feeling than they had ever witnessed. The united effort, they recommend a General Convention of the friends of these measures from every portion of the country interested, on Thursday the 14th day of June next. The meeting also resolved to organize a body to be the proposed enterprises in such manner as may be deemed most advisable.

From the peculiar position of the town of Salisbury, it is perhaps destined to reap a lar- warm in the cause. "A crisis in the internal improveger amount of benefit from the proposed works than almost any other point; yet every section of the country through which they will pass is deeply interested, and none perhaps fectuate the noble purposes and ends to be accomplishmore than the people of the county of Orange. ed." Protest becomes more and more ardent. Now he And so especially is the prosperity of our town of Hillsborough connected with the location of the Rail Road, that it behooves all our citizens

to take an active interest in it. With the view of promoting the interests both of the town and county, it is proposed that a meeting of the citizens of the county generally be held in this place on Tuesday of the Superior Court, being the 6th of March next. low wet cedar marsh about eighty rods wide. It is hoped that as many will attend as can which is crossed by a plank track of sixteen conveniently do so. Speeches will doubtless feet wide, laid upon an embankment of sand be delivered on the occasion, and such explaaveraging three feet in hight; it then ascends nations made of the proposed improvements, and power, "Protest" then goes on to argue ad homifrom this swamp up to another range of sandy as will amply compensate the hearers for their nem ad pocketum and ad infinitum, in favor of the Rail

"FREE SUFFRAGE." Those who paid attention to the legislative proceedings as they came out weekly in the newspapers, no doubt observed that the subject of amending our State constitution as relates to the suffrage privilege, occupied a share of the earnest attention of the Legislature. None of as to say, "if any friend of these internal improvement the propositions for alteration were adopted; yet the votes on the various propothe people's representatives, indicating measure failed in the recent session; bepeople, and because that portion of our population most interested, and who alwhen the time for final action arrives.-Nothing less will satisfy the awakened freemen of North Carolina than free sufprogressive enlightenment of the age .-We intend when the Journals are published, to give a synopsis of the proceedings on the suffrage question, in order that our readers may judge of the state and progress of popular opinion in this respect, sentation.—Greensboro' Patriot.

More Pugilists and Prize Fighting .-The New York Express says:

"Pugilism has grown into such favor in this part of the world, that it is said, two heroes of the ring in England are about to visit this country: Ben. Caunt and William Bendigo. The first is not less than 6 feet 3 inches in height, and weighs 200 pounds; the last is only 5 feet

TAINE BOOTS AND SHOES, for sale by

COMMUNICATIONS.

[For the Watchman.] " Protest "--- His Codicil.

MESSES. EDITORS-Not being one of your subscribers did not preserve your paper containing the first communication of your Lexington Correspondent, "Protest." And although it was published simultaneously in the Watchman and Greensborough Patriot, (as if the more certainly to ensure controversy,) I am not at present able to lay my hand upon it. I am sure, however, that I remember its contents perfectly. The writer commences by saying that it was already apparent that an inipartial public sentiment would disapprove of all the leading measures of the last Legislature as being unwise and inexpedient. He had heard no voice of assent, and believed that no intelligent or patriotic man could be But while the superiority of the wider track er stringer on a parrallel line with the first, not lessened in any perceptible degree by their found who would not concur in the popular indignation. vention, that he has reason to suspect that any person or persons indebted to him in a sum for railroads is generally admitted, the reverse and about six feet eight inches from it, which unevenness, economy forbids the expense of the land the person of persons indebted to him in a sum for railroads is generally admitted, the reverse and about six feet eight inches from it, which unevenness, economy forbids the expense of the land the proceedings above forty shillings, intend clandestinely to holds good as applicable to plank roads; for can be leveled by means of a common mason's leveling them for ornament! The grading and with "unusual" interest to the proceedings of the Lewithdraw from the County without paying such all experience has shown most conclusively, level, having two legs the requisite distance grabbing on the Port Stanley road seems to gislature; and he rose from the sickening review with debt, the Clerk or such member shall issue his that for a single track eight feet is preferable apart to reach and rest in the two stringers, the have been more costly than on any similar feelings of "humiliation" and disgust. He then asked warrant to the Constable commanding him to to any greater width. At the commencement leg on the ditch side being two inches longer structure in Canada. Independent of embank- where was the true Carolinian who would attempt to take said person or persons into safe custody. of the system in Canada, a plank road track than the other, so as to give the proper incliments and deep cuts, the expenditure on ac- justify the illiberal, and ungenerous policy of the Legiswas made from sixteen to twenty four feet for nation to the plank track; the earth should count of grading. &c., of this road, averaged lature, "whether we consider the general schemes of XI. That when a debtor for a sum below a double, and from nine to twelve feet for sin. then be packed close around the stringers, and \$320 per mile; while on the Salina plank improvement," &c. He then declared such legislation forty shillings shall abscord and leave the gle track. But the engineers of that country, brought up to a level with the top surface of road, (built on an old road-way, however.) the to be "novel, unwise, extravagant, and contrary to the County, the warrant granted as aforesaid shall are discarding the greater width, and adopting them, great care being taken to have the surextend to any goods or chattles of said debtor sixteen feet for a double and eight feet for a face of the bed even and smooth under the cies, was only \$63 per mile. Where the en- ple with "idle banbles," and divert their attention from their "true welfare and destiny." He then denounces may be seized and held in custody by the Con- well known that travel will concentrate within on the dirt, otherwise the plank are apt to spring cult to make any calculation that can claim to the Rail Road project as the "central offspring" of stable, for the space of thirty days, in which a narrow range on all roads, and on those of and wear; the plank should then be laid as be more than an approximation to accuracy, Eastern men—that it was "unwise" in the Legislature to attempt to divert trade from its natural channels, and the time for tying the West to the East had elapsedthat our trade was North and South, and not Eastward -that "our treasure would be wasted, and our people taxed to no purpose "-that the "chilling reflection was truly humiliating to the patriots pride "-that " such policy, if persisted in, would cast us still deeper into the original chaos" of primitive nature; and was but the

is incapable of deceit) thought "Protest" was opposed to the Central Rail Road, and the other schemes of improvement; and I suppose every one who read his essay came to the same conclusion. In your last paper, however, "Protest" comes out with a "Codicil." Now, a Codicil" is an appendage to a last will and testament. and is intended to add to, revoke, or modify the previously declared intention of the testator. It is always an after thought. Can it be that "Protest" has looked around, and found that his protest instead of being the voice of the majority as he at first supposed, is after all. a real protest according to his own definition, being the dissent of the minority, and that preferring to be on the of travel is expected to pass over it. Mr. G. meeting was addressed by John A. Lillington, strong side, he has concluded to add a "codicil" to his says, "it is difficult to persuade a man who has James W. Osborne, Rufus Barringer, Judge testament-move a reconsideration, and pray that his

late Legislature if he had not believed he reflected the private feelings of the large majority of the people of Western Carolina." That is, if he had not supposed himself on the strong side, he would have taken the othcitizen to devote his energies. And to secure er. But having discovered his mistake he slides over now with more ease than grace. Watch him. " And more especially, would be (Protest) have observed sibeen construed as intending to underrate the value, or retard the success of schemes so noble and so vitally important to the State. He, therefore, takes this occasion called the "Rowan Internal Improvement As- to disclaim any such intention." "In short, he will, for sociation," whose duty it shall be to promote the future, lend his feeble influence in advancing the claims, and securing the great benefits which may arise posed extensive scheme of internal improvements."-Having passed the chrysalis state, he now begins to grow the intelligent, enterprising, and patriotic citizens of the whole State, to contribute whatever of influ ence, talents, and knowledge they may possess to efbegins to exhort. "The time for action upon the several schemes of improvement has now arrived. They have the sanction of the Legislature, and if practicable, As new converts are always more zealous than old professors. " Protest " now begins to devise ways and means. "In fine, meetings of our citizens should be immediatehese enterprizes. They can as well be done in two or Road, Turnpike Road, Plank Road, and the other schemes of improvement adopted by the last Legislature Now, Messrs Editors, I am "incapax doli" again. He is in favor of the Road-he is. He only entered his protest-he did. He hates nullification-he does. If I were mischievous enough to make Protest his own judge, would quote a passage from his first communication wherein he says in substance, that no one but a fool however, take a snap judgment upon him, but shall con-

schemes wishes to make fight, come on, I am ready for in the history of polemics, is the fact, that Protest has sitions and amendments introduced, show- accepted his own challenge, and most triumphantly vaned a maturity of sentiment on the part of quished himself! Messrs. Editors, what say you? Shall e give him a hearty welcome into our ranks ! Having ired his first bullet into his own "bread basket," I am satisfied he will make a good soldier for us. His style stitutional reform in this most important of composition has improved wonderfully; it is now particular. It is well, perhaps, that the neat, whereas before, it was gaudy. It has become chaste and perspicuous, and will bear the severest criticism without much damage. That "codicil" was evi- the ball in motion." I most respectively cause the subject had not been thorough- dently written in the right time of the moon; and I ly and definitely canvassed before the bear my humble testimony to the ability, and excellent composition by which it is characterised. After saving this much, I hope "Protest" will not be offended if I point out one or two faults. The first is, that in writing elicit their views upon the subject through ready compromise a majority, are every to "plain men," instead of "book moths," he ought to day gaining strength to carry out the retranslate his latin. For instance, "incapax doli," might
be taken to mean fool; whereas the school master says form thoroughly and as it ought to be done, it means "incapable of deceit," and is a virtue. The school master also says that he don't think Protest uses the word "canker" in its proper sense. He says it means rather to be eaten than to eat, and that it is neither good grammar nor good sense to say "canker upon the words of Crabbe's synonymes to find congenial white basis - a fundamental provision cha- food," or "to canker upon particles of words." He denies that there is any such thing as particles of words. He says "Protest" would have been much more point. er, which the Sun describes as follows: which have been organized during the ed and severe, if he had said, "his food seems to be Crabbe's synonymes, and his daily bread is scholastic quibblings, and cankering words." Upon the whole, however, I believe I am now satisfied for the Lunatic Asylum to remain where the Legislature has placed it. ameter, with a saloon three feet by four " Protest" does me too much honor in supposing that I was a member of the last Legislature. I was not, and shall therefore escape those "ear marks and other nota- upper portion is the 'float' or 'balloone' ble signs" which "Protest" so cruelly suggests. The as reflected through the legislative repre- words about "miserable little villages," is also, a flash in the pan, so far as I am concerned. The concluding this is the saloon or boat, for conveying remarks of "Protest" in his codicil, seem to evince passengers, fuel, the steam engine, some little ill nature. Now, Messrs. Editors, after the zealous manner in which "Protest" has taken up our side of the controversy, I cannot find it in my heart to reply harshly to any remark he could make. He has a the wheel of a windmill. The two proright to feel bad. The awkwardness of his position would very naturally put him out of humor. I may be permitted to express the hope, however, that the mollifying influences of time and experience will soon take screw propeller acts upon the water the wrinkle from his brow, and that the consciousness of being now engaged in a good cause, will soon light up his face with radiant smiles. This writing of wills and er, is driven by a steam engine. being now engaged in a good cause, will soon light up his face with radiant smiles. This writing of wills and codicils is a solemn business, and never in my life did I know a man to laugh while engaged in it. Drop those 10 inches, and weighs 150 pounds, but has weigh upon yourself some other name. Call yourmelancholy sobriquets, friend "Protest," let me advise beaten Caunt in a contest upon which self "The Lexington Tartar," "The Davidson Rose is inflated. On being innated and 1000 guineas was staked.

Bud," or "Epaphroditus Smiffleboys," or some other motion, the little steamer flew rapidly as steef good name. It will lighten your gravity, and allow you to move your pen with a merry heart.

Yours &c., OBSERVER

For the Carolina Watchman. To the Medical Profession.

It is for good and useful purposes that the writer of this article assumes the the sponsibility of publicly addressing his bro ther Physicians of Rowan and the adjoin ing counties of North Carolina

Deeply impressed with the belief that something is necessary to the furtherance of medical inquiry and the more efficient practice of our profession, he has conclud ed from some consultation with other Phy. sicians—and much reflection of his own -that the Physicians of Rowan Com-Western North Carolina, and indeed the State at large, should fall upon some plan to effectuate such a laudable design a that to which he has alluded. Most of the States of our Confederace

there are I believe medical societies in some part of every State in the Union. The beneficial effects of these association upon "the theory and practice of med cine" are too great and easy of appreca tion by all worthy of the title of M. D. to need any discussion and elucidation. it is passing strange "that our theory and practice should so litigate in North Can. olina, for it is most notorious that there is no such thing as a Medical College in one State, and to the best of my knowledge not a Medical Society of any kind within its bounds. What say the Physicians of Rowan County to the formation of a County Medical Society? Are we so perfect that we cannot be improved by a mutual interchange of views theoretical or practi cal? Are we so social that association cannot render us more generous and un foreshadowing of the future ruin and desolation of the bane, or are we individually so emphatically, 'Monarchs of all we survey, with Now, Messrs. Editors, I being "incapax doli"-(that rights none can dispute, that we must for ever selfishly remain "solitary and alone" While every profession has its association for the concentration and efficient application of whatever may advance its man ticular interests, which our State is awak. ing to its true condition, and giant-like arousing herself to action, and while the world itself is advancing rapidly towards the consummation of all earthly good it certainly behaves the disciples of Escula. peus, the lords of "the healing art," those who have enlisted to battle against "the ills that flesh is heir to," those whose duty it is to " meet the grim monster death, in the valley of the dark shadow," and fight and drive him back from friend and foe-I say it certainly behooves those to look out and secure the most efficient and practicable means of securing the great end for which they have enlisted. In my hunble opinion we need something to encour age and give system, point and efficacyte medical inquiry amongst us-to make us think, study and practice better, and to bind us more closely together as a band of intelligences in the pursuit of profesto Western, and the whole of North Carolina, by the pro- sional knowledge and fame. Every reflecting mind must see that something is necessary to maintan for our professioning ment policy of the State has arrived, and it becomes this State respect and confidence with the people commensurate with its transcent ent worth and indispensible to its home and usefulness. The legislators of our State have never thought worth while he take by the hand and shield and protest our liberal profession. He whose money, must and will have the sanction of the people also."- time, and study have been long arduously and profusely expended to obtain a diploma and enable him to be worthy of the confidence and patronage of the community, is left upon the same footing with the upstart and quack, there to do ignominious battle, or too often tostarve, leave the State or quit the profession. But it is useless to indulge in lugubrition. It is left for us to do the work of reformation outselves. I believe we can do it but not without action and concert in action. I propose then to the medical profession of Rowan, and if thought proper to the State. to hold a Convention, where and when they shall think most apropos, for the purpose of looking into the State of medical would favor these schemes of improvement. I will not, affairs, supplying whatever it may need and instituting a permanent society. Ev-Protest concluded his first communication with this ery county in the State might institute a ominous challenge. "I pause for a reply." As much society, these might send delegates to a State Society, and that again to the Notional Medical Association, and also appoint a Medical Board for the State this plan-in my opinion altogether feasble-can be put into operation, we would have a republic in medicine as beautiful as that of our civil government. This can all be effected if we will it.

hope the Physicians of Rowan will "# submit these views to the consideration of the Physicians of Rowan, hoping they will meet with decided approbation and the columns of the Watchman.

Palermo, Rowan Co., N. C., February 23d, '49.

An Ærial Steamer .- A Mr. Robjelin in New York, has invented an a rial steam-

The model steamer was eleven feet and a half long, and twenty five inches id inches. It is composed of two parts-the built in the form of a cigar; underneath Between the float and saloons are 1970 large propellers, something in the form of pellers are so constructed so as to act on the air in the same manner that \$ weight of the Ærial Steamer is support ed in the atmosphere by the buoyant power of hydrogen gas, with which the float is inflated. On being inflated and set in around the hall in every direction, as steef. ed by the rudder.—The rate of speed was fifty feet in five seconds.