From Thomas Loring's (Wilmington) Commercial.

HON. WELDON N. EDWARDS.

We copy from the Raliegh *Standard* a very interesting letter from the gentleman whose name heads this article. Mr. Edwards is one of the purest of our public men, and we are glad he has given further evidence of this, in taking a stand for the public welfare, regardless of the violent opposition of a portion of his political associates.

Entitled as he is to the highest personal respect and esteem from us, as well as from all who have the honor of his acquaintance, we cannot let one sentence pass without a word of comment. He says: "And neither the croakings of party nor the tricks of the demagogues can manufacture me into a Whig." Mr. Edwards admits that some of his political friends will "croak" on this occasion, and moreover that they are tricky demagogues. We shall not attempt to gainsay this. But as a good internal improvement man, he is a good Whig enough for North Carolina; whether he has been considered obsequious enough to the Central Power at Washington to be a "good" democrat, is another matter.

Weldon N. Edwards is beloved by all who come within the range of his social influence; he is esteemed and honored by his political opponents, and will, therefore, throw great weight into the scale in the favor of Internal Improvements. He has ever been the friend of the industrious and working classes, and as this principle is the basis of Whig action, his being a democrat is a matter of habit—besides, he knows how bitter and vindictive and unforgiving the leaders of his party are, against any one who dares to entertain an opinion hostile to the notions of the Jacobinical Sanhedrim at Washington, of whose tenents Mr. Ritchie is at present the organ and expounder. He is not to blame for wishing to avoid the wrath of the "unterrified," though demolished democracy.

We are sure Mr. Edwards speaks from his heart, when he expresses a strong desire "To make the people happy and contented at home—to promote brotherhood among them—to bring the means of comfort within their reach—to impart vigor to their enterprise and value to their labor—in fine, to make them independent."

There is a small mistake in the application of these sentiments, however. They are very far from composing the "essence of Democracy," as practiced by the party lately in power. The very reverse of all this is the essence of that *aristocracy* which is miscalled the *democracy*—while the Whigs, who are the true Democratic Republicans of the country, give practical illustrations that these are their sentiments.

Heaven grant that the patriots of all parties may lend their aid to avert from North Carolina a degrading, an infamous doom—to which the mere politician and demagogues would consign her—that the poor white men and women of the State, may be lifted by the arm of industry to a position of comfort and credit, and join in the multitudes that shall labor for their own independence, and the prosperity and happiness of the State.

A CHANGE IN WILMINGTON.

Joseph S. Murphy has been removed from the office of Surveyor of this Port, and John Cowan appointed in his stead.

In reference to this change, the *Journal* sets up the cry of Proscription. This was to have been expected, just as much as the witches are expected to appear in Macbeth—it is a part of the play, a preconcerted arrangement, a thing all cut and dried beforehand. Will the *Journal* please to answer us this question: How many years must a man hold an office under the General Government to make his supersedure therein a *non* proscriptive act? must it be ten, fifteen, or twenty years? Or does the *Journal* wish to be understood as advancing the doctrine that members of its party who happen to be in office have no right to be disturbed for the balance of their lives. Perhaps the *Journal* would do well to "define its post" with some degree of exactitude, so that when it cries "Proscription," the public may know what meaning is to be thereto attached. If it contends that Locofocos have a life-estate in their offices, or that they have a *moral* lease of them for twelve, or forty years, why then let the declaration be made, so that we may see distinctly how the *monomania* works.

Mr. Murphy has we believe held the office of Surveyor for some ten years, perhaps for a longer period. It is generally understood that he is a man of handsome property, having ample resurces beyond the emoluments of the office, therefore needing them not. We have not heard complaints made at the removal.

Wilmington Chronicle.

"*The Cohesive Power of Public Plunder.*"—The *Union* in its lamentation that "the spoils" are rapidly passing out of the hands of its partisans, advises the Democrotic Senate to retaliate on the Taylor Administration, by rejecting the new appointments. But mark the secret of the vindictive suggestion. "Unless," says that paper, "the *majority* in the Senate vindicate in this or some other efficacious way the injustice done to their *political friends they cannot expect to keep up the organization and efficacy of the Democratic party!*"

This forcibly reminds us of Gen. Cass's famous letter to Wilson, of Michigan, in which he gave us a reason for his sudden opposition to the Wilmot Proviso—that "it would be *death to the Administration, death to the War, death to the democratic party.*—*Florida Republican.*

Atmospheric Springs for Railroad cars have been tested and have been found, the Albany Argus says, to be not only cheaper, more durable, and uniformly elastic under all temperatures than the ordinary cliptic steel, or the Indian rubber substitute, but capable of ready adjustment to any weight, and when out of order, (which is very seldom) easily repaired, in a very short time and at a trifling expense.—Four of these springs, the largest of which does not exceed the bulk of a water-pail, will sustain without straining or impairing their perfect elasticity, a passenger or freight car of any weight within the usual range; whilst they give the car nearly the ease of a skiff on the water. The Indian rubber springs are an improvement on the steel, but are yet far behind the air spring—either for ordinary land carriages or railroad cars.

☞ The city of Philadelphia consumes, on an average, near six millions gallons of water per day.

Gen. Smith the new Governor of California, has been offered a small frame house at the moderate rate of $18,000 a year.

THE VITAL STATE SUBJECT.

We must at this juncture be indulged in occupying a considerable portion of our paper with matter intended to operate upon the minds of those who are disposed to investigate the vital subject of railroad improvement through the centre of our State. The time for *action* is at hand; therefore the present opportunity must not be lost, by the friends of the measure, for pressing home to the popular mind such facts and arguments as shall secure the greatest possible amount of support.—Those who are opposed or indifferent to the work, have nothing to do, but to—*do nothing*. Prone as we are to sleep over every great project in North Carolina, there is no occasion for any *effort* to *prevent* their execution. But the friends of the measure in question and of every other improvement, may rest assured that effort,—powerful, persevering and continued effort, is necessary to *their* success. And now, we honestly and solemnly believe, is the time for them to be up and doing with *all their might*. It is now or never—for our State, "the good old mother of us all."

In addition to the arguments in favor of the central Railroad, as merely affecting the agricultural interests of the country, we have two other big reasons for the execution of the work, which, as North Carolinians respecting the character and unity of our State, we find it impossible to overlook or disregard in our reflections on the subject.

In the first place, if the present charter be not secured and the road built, the East and the West will be dissevered forever! We want the bond of union furnished by a railroad to make our interests more nearly the same. The jealousies, and bickerings, and heart-burnings, between the two sections of the State, are now sufficiently disagreeable—and they are growing worse every day. We know of nothing except the iron bonds of mutuality and identity of interest that can put an end to this state of things. It affords but little alleviation to our minds, in the contemplation of this thing, to know that the popular power is gradually and surely progressing and accumulating in the West, and that the time is hastening when we can, (and when we *must* under the present dissevered condition of the State,) *make the East feel it.* Though we live in the West, we (not we the printers alone, but we the people,) are NORTH CAROLINIAN in our views and feelings; and it is the first wish of our hearts, as such, to preserve the ancient integrity of the State. Our friends of the East, as well as the West, ought to consider these things.

The other reason, and one which has not we apprehend been sufficiently insisted upon, is founded in the fact that the construction of the Central Road is the *only means* of saving the State from a heavy loss in the Raleigh and Gaston Road. This is a stubborn fact which requires no comment, except a reference to the figures showing the expenses and ultimate liability, and to the people who have to foot the bill!

As to the general effect of a railway upon every popular interest, we have given "line upon line"—the views of practical and intelligent men, whenever they have come in our way. We admired the candor and fair dealing of the distinguished men who were at the Salisbury Convention, and who controlled its proceedings. There was no disposition manifested either in convention or private circles to hold out the idea of immediate and great profit on the stock, as an inducement to men to embark their means in this enterprise. Higher motives were appealed to; and we are happy to believe that higher motives influenced the members of that convention, and will influence the people generally. All, however, seemed to concur in the opinion that the stock would be safe, and ultimately among the most profitable investments that could be made.

It is to the *increased value of the lands along the Road*, that the people must look for more immediate reimbursement and profit. Gen. McRae, the President of the Wilmington Road; stated the astonishing amount of increase in the *assessed value* of the lands along that Road; and went on to say that he believed he could give good security for the performance of a contract to build the Central Railroad, 210 miles, from Goldsboro' to Charlotte, provided he could get in payment the *increased value of the lands within four miles on each side of said Road* after it should be completed. In other words, the increased value of the lands within a strip eight miles wide, including the Railroad, would be *three millions of dollars.*

Greensborough Patriot.

Railroad to the Pacific.—A meeting of the citizens of St. Louis was held in that city on the 4th instant, to take into consideration the steps proper to promote the early construction of a railroad and line of telegraph from St. Louis to San Francisco. A committee, appointed for the purpose, reported a preamble and series of resolutions, asserting the great national importance, of the proposed Railroad Convention, to be held at St. Louis on the first Monday in October next, to which the people of all parts of the United States are invited to send delegates, to whom the hospitalities of the city are proffered. A similar meeting, which was to be held at Memphis, Tenn., on the 4th of July next, has, in consequence of the prevalence of the cholera in the Southwest, been postponed.

RAIL ROAD MEETING AT NEW MARKET.

A meeting was held at New Market, Randolph county, the 9th ult., where several able citizens manifested their willingness to build several miles of the Railroad, provided it shall be located in their neighborhood.

The meetings of this description heretofore held show that the right spirit is already abroad.—*Greens. Patriot.*

At St. Louis, the deaths from cholera, have amounted to 99 in one day.

From the Raleigh Register.

MR. EDITOR: I was a "looker on" at the late Rail Road Convention at Salisbury, and it struck me as a matter of deep regret, that on such an occasion, no regular Reporters were procured for the purpose of preserving minutes of the various speeches delivered. I am free to say that I never listened to, in all my life, on any one occasion, an equal number of able, instructive and effective speeches. Without a single exception, they were all marked with a high sense of integrity, with patriotism, and with a deep devotion to the cause for which the Convention had assembled; while the remarks of several speakers abounded with genuine wit and anecdote. But above all they were instructive. Could the information imparted to the Convention be impressed upon the public mind, it would not require three weeks to raise the stock, to the road. The remarks of Gen. M'Rae, of Wilmington, left no room to doubt on the subject of such works increasing the value of real estate. He showed from statistical facts, that even among the whortleberry bushes and sand hills of the east, this result had taken place. In New Hanover, said he, the increased value of Real Estate, since the Wilmington road has been built, is $1.155,-144! In Edgecomb, the increase is $319 248! The increase in these two counties alone, doubles the cost of the road!

Then remarked Mr. Gilmer, of Guilford, the entire value of the real estate of North Carolina and her taxable slaves is $306,000,000. What would be the value of the some million of dollars in constructing a Railway through the heart of the State, from Charlotte to Goldsborough? And what, he asked, is three million of dollars in a work of such vast importance?

All the speeches of Gov. Swain abounded in valuable statistical information. He read a letter from the Hon. John P. King, "the President of the Georgia Rail Road"—in which Mr. K. states that the average cost of the Roads in that State, is $16,000 per mile. He states that he has travelled through North Carolina (having once been a member of Congress, both Representative and Senator,) and from other information in regard to the proposed route of the Central Road, he thinks it more favorable than the majority of the lines in Georgia, and gives as his opinion, that the Road ought to be built at a cost not much exceeding $10,000 per mile. I hope Gov. Swain will publish this letter. In fact, I most sincerely wish that every speech, delivered at this Convention, could be written out and published to the country.

COSMOPOLITE.

RAILROAD TALKS.

From a notice in this paper it will be seen that some of our speaking men will attend at several of the tax gatherings, for the purpose of diffusing information respecting the proposed great railroad work throughout our State. And from the sound which comes up to us from many quarters, we believe the people will be out in large numbers to hear—to inquire—to consult together—to *subscribe.* So mote it be!

The request from the neighborhood of Jamestown to publish a notice of a mass meeting at Muir's Chapel the 4th of August, we conclude to with-hold for the present, under the impression that the same may be profitably superseded by the *county meeting* now appointed to be held in Greensboro' the 3d of Augnst, (day after the Election.) If, however, the friends who suggested the Muir's Chapel meeting still prefer a meeting there at the time suggested, or at any other time, we will take pleasure in publishing a notice thereof.

The interest manifested by our fellow citizens of Jamestown and vicinity is worthy of all commendation. Exhibiting an inquiring, calculating, liberal spirit, together with an intelligent acquaintance with the subject of State improvements and a deep sense of its importance,—the same spirit aroused along the whole route would soon result in the completion of the work.—*Greensborough Patriot.*

The article copied from the Carolina Watchman in to-day's Star, proposing a plan for raising subscriptions and building the Central Rail Road, will be read with interest. It is a feasible one, and we hope will be adopted by the people all along the line.

There is, however, one thing in it, from which we dissent. The Watchman gives up a million of the money to go *out of* the State for the purchase of iron, cars, &c. Now, we protest against this, because there are rich mines of iron on the route, from which the iron can be produced, in time, and at a cheaper rate, than it can be bought and imported from abroad, and the money will be kept at home, and iron foundries at once established among us—a consideration of primary importance. Let the press urge this, until the public attention shall be properly aroused and directed to it. We go FOR NORTH CAROLINA. Let every thing be done *for Carolina's sake*, and all will be well.—*Raleigh Star.*

We are indebted to the courtesy of the Editor of the Carolina (Salisbury) Watchman for an extra from his office, containing the proceedings in full of the late Internal Improvement Convention held in Salisbury, which enables us to lay them before our readers to-day, omitting the first day's proceedings, which appeared in our last. It will be seen that the action of the Convention was substantially as was briefly stated in our last, with the exception that we do not see from the record that the members of the Convention pledged themselves to make up any deficiency that might remain in subscriptions; though it will be seen a resolution was adopted appointing a committee to report a plan to secure that object.—*Ib.*

Houses for San Francisco.—Ship Deucalien cleared at Boston for San Francisco has on board fifty houses, with bricks, nails, &c., to set them up immediately on her arrival out.—Barque Bolton, cleared for the same destination, and takes out a large amount of building materials. Fifteen houses, to form a street in the new city on the Pacific, were shipped last week from Trenton, N. J. A number more are to be constructed.

☞ We are happy to state that there is still no further spread of the small pox. We have heard of no new case, except a little negro at Mr. Underwood's, in town, taken a few days ago. A black man, servant of Mr. P. McAdoo, in the country, who had lingered under a violent attack of the disease, died last Saturday.—Alarm seems rapidly subsiding.—*Greens. Patriot.*

THE CAROLINA WATCHMAN.

Salisbury, N. C.

THURSDAY EVENING, JULY 5, 1849.

THE LAW OF NEWSPAPERS.

1. All subscribers, who do not give *express notice* to the contrary, are considered as wishing to continue their subscriptions.
2. If subscribers order the discontinuance of their papers, the publisher may continue to send them until arrearages are paid.
3. If subscribers neglect or refuse taking their papers from the offices to which they are sent they are held responsible till their bills are settled and their paper ordered to be discontinued.
4. The Courts have decided that refusing to take a newspaper or periodical from the office, or removing and leaving it uncalled for, is "prima facie" evidence of *Intentional Fraud.*

☞ We are authorised and requested to announce **Joseph P. Caldwell,** Esq., of Iredell County, as a Candidate to represent the second District in the next Congress of the United States.

THE CENTRAL RAIL ROAD.

The following article which we extract from the National Intelligencer, has given us unalloyed satisfaction. We have long regarded GALES and SEATON as among the great men of the nation. To uncommon abilities in conducting their admirable Journal, has ever been conjoined a prudence and sound judgment, that have given great value to their opinions upon all matters passing under their consideration. To have their favorable opinions so well expressed upon a matter of such vital importance to our whole State, and especially to us of this locality—declared too, at the very juncture when it is calculated to do us much service, awakens in our bosoms emotions of kindness, and gives us much confidence in ultimate sucsuccess of the interprise, and nothing but the known devotion of these Editors to their native State, could permit us to doubt for a moment the infallibility of their judgment in this all-absorbing matter. "Honor thy father and thy mother that thy days may be long in the land which the Lord thy God giveth thee," is a commandment, which we humbly hope, may be fulfilled in serving one's native land as well as in discharging that behest to our natural parents. That these worthy sons of North Carolina may enjoy this promised and purchased blessing of length of days, and that these days may be full of pleasantness and peace, is what every true hearted son of our State will send greeting for the great kindness manifested in the following article:

FROM THE NATIONAL INTELLIGENCER OF JUNE 30.

North Carolina fairly aroused to a sense of her own Interest.

We are glad of an opportunity to call the attention of our readers to the great work, generally known by the name of the Central Railroad, which it is proposed to construct within the State of NORTH CAROLINA. The General Assembly of that State, in a spirit of liberality which it never before exerted to the same extent, granted a Charter for incorporating a company to construct a Railroad from Goldsborough, in the county of Wayne, by way of Raleigh and Salisbury, to Charlotte, in Mecklenburg county—a distance of about two hundred and ten miles—and agreed to subscribe to the stock of that company *Two Millions of Dollars* on behalf of the State, whenever individuals shall have subscribed *One Million of Dollars*, and paid up one-half of that sum. The eastern *terminus*, Goldsborough, is at the Neuse river, at the head of navigation, at the point where the Wilmington and Roanoke Railroad crosses that stream, about fifty miles from Raleigh. Its western terminus, Charlotte, is already the terminus of the Charlotte and South Carolina Railroad, which starts at Columbia, (S. C.) and, running through Richland, Fairfield, Chester, and York Districts, in South Carolina, and part of Mecklenburg county, in North Carolina, terminates, as above stated, at Charlotte. The counties of Cabarrus, Iredell, Rowan, Davie, Davidson, Guilford, Randolph, Orange, Chatham, Wake, Johnston, and Wayne, that must constitute (very nearly) its track, are in point of fertility and cultivation, not inferior to any part of the Atlantic States; and, when we consider their various towns and villages, with their schools, churches, banks, factories, and institutions for the dissemination of knowledge; with the University, which is highly prospering; with the various officers, courts, &c., at Raleigh, (where it meets the Raleigh and Gaston Railroad;) with the valuable gold mines in all the counties west of Orange; with the immense coal deposite in Chatham, surely few schemes have ever combined the elements of success in more abundant degree.

It is understood that the Georgia Railroads, which will form a continuation of the North and South Carolina enterprises, are profitable, and have yielded above six per cent. of nett profit ever since the first year after their being brought into use. Why the same thing may not be predicated of the now proposed undertaking cannot well be perceived, especially after the extension of the Georgia roads to Nashville, Tennessee, and Montgomery, Alabama, which improvements are both under contract. Some doubt was felt in relation to some provisions of the North Carolina charter; but a Convention was lately held at Salisbury, combining a large porportion of the character and talent of the State, in which these difficulties were maturely considered, and pronounced by that body not to be at all in the way of the accomplishment of this great work. It is believed that the action of this intelligent body will be satisfactory to their fellow-citizens, and that the work will be very shortly commenced. It will thus be seen that the great Atlantic chain, from the borders of Canada to the Mississippi river, through a healthful and delightful country, can hardly fail to be forthwith completed.

But suppose the citizens of North Carolina, with those of other States directly interested in it, should not be able to command the means of raising one million of dollars: it is still to be hoped that an enterprise so fraught with benefits to the whole Union, and so auspiciously begun, will not be permitted by the capitalists of the country to fail. It is believed that the closest scrutiny into the particulars to which we have alluded will satisfy the public that the stock must pay well; and it is not often that the credit, so sound, of such a State as North Carolina, can be commanded to the extent of two millions of dollars for any single public work.

☞ Mr. J. A. DUMAS, of Anson county, reports to the Cheraw Gazette several cotton blossoms found on his plantation as early as the 15th June; but states that his crop is very unpromising.

Romovals.—It is not a little amusing to read Locofoco papers now a day. Such a doleful outcry about proscription and violation of pledges was never heard before. General Taylor, they say, promised to be the President of the people, whereas he is the President of a party; and as proof of this assertion they point to the removals from office which have been made since he was President. Was any thing ever more absurd! Who are "the people" of whom these party organs speak? Are they the office-holders? They are but as a drop in the bucket. Are they the Locofoco party? Ah! that's hitting the nail on the head. The truth is, our Locofoco friends seem to think that they are the Alpha and Omega, the sum and substance of every thing in the United States; and that the least deviation from a full acknowledgment of that same, either by removing one of their number from office, or withholding it when asked for, is absolute and down right treason against "*the people.*" President Taylor, it appears removes whom he thinks proper to remove, and appoints such as he believes will serve the public purposes, without paying that deference to the wishes of the Locofoco party which they think he ought. What is more natural, then, than to find them clamoring like so many mad-men. Besides, the fellows had been feasting so long on the public pap that it is like drawing eye teeth to be compelled now to work for an honest living. "*The people*" take it very hard! and their "carryings on" show it.

But amid all their outcries we are able occasionally to chronicle such as the following, which if they were reasonable in their demands might afford them some comfort:

Another Democrat appointed to office by Gen. Taylor.—We learn from several of our exchanges, that Dr. William Butler, formerly Representative in Congress from South Carolina, has recently been appointed Indian Agent, in the Cherokee Nation, *vice* Richard C. S. Brown removed.—*Raleigh Star.*

David Reid vs. "Fraudulent Tickets."

There is now commencing, in the Wilmington Congressional District, one of the warmest political fights, that we have had for some time—a sort of *Kilkenny* affair,—the gentlemen are both of the same political stripe. The contest is between DAVID REID, formerly of Fayetteville, and WM. S. ASHE, *the fraudulent ticket man*, of Wilmington. Of course this is an affair, concerning the issue of which, the Whigs as a party feel but little interest, beyond that of mere curiosity, to see how and by which the advantage is obtained, the one over the other; just, for instance, as if they had been present on the celebrated occasion to witness the cat fight already alluded to. It is all the same to them,—they neither gain or lose, whether Ashe beats Reid, or Reid beats Ashe. However, with our remembrance of Mr. Ashe's disreputable course in the November election; in that he attempted to perpetrate an infamous trick against the Whigs by circulating fraudulent tickets, if we were a voter in his District, we would certainly manifest our disapprobation of his conduct by voting for Mr. Reid.

Cape Fear and Deep River Navigation Company.—We learn from the Wilmington Commercial that this Company held a meeting in Pittsboro' on Wednesday the 20th day of June. Calvin Graves, Chairman; and B. J. Howze, Secretary. The whole capital stock of this Company is 1690 shares, of which 1253 were represented.

In the Treasurer's report, we find, that "as no instalment has thus far been levied, the financial operations of the Company have been simple and meagre."

"Mr. C. B. Dibble of Newbern, who had just become a stockholder, was invited to a seat in the Convention, and in answer to a call from Mr. Waddell, addressed the meeting in a very clear, humorous and convincing manner."

A preamble and resolution was passed for the benefit of stockholders who procured a survey of the Cape Fear and Deep Rivers, by W. B. Thompson, in the Fall of 1848; and instructing the Treasurer, to credit said stockholders for the sums respectively paid by them for that work, since the Company intended to use the results of that survey.

The next meeting of this Company will be held in Pittsboro', on the third Thursday of July, 1850.

The most important business transacted by the meeting was the passage by acclamation, of the following resolution:

"*Resolved*, That the Board of Directors of this Company be, and they are hereby instructed *to put the work promptly under contract*, commencing at the lowest point."

☞ The Wilmington Journal speaking of the decease of the *National Whig*, at Washington, says it "died for want of pap." That is the same disease that carries off Locofoco papers in North Carolina—the "*Mecklenburg Jeffersonian*" is a recent instance."

☞ We perceive that the Committee appointed for Guilford, has entered at once and with a most commendable zeal, upon the discharge of the duties which the late Convention in this Town, designed them to perform. The Committee, consisting of John A. Gilmer, D. F. Caldwell and Lyndon Swaim, have published an address to the citizens of the county, which embodies most of the powerful arguments in support of the Central Rail Road enterprize, and abounds with sentiments and appeals which clearly show that Old Guilford will be thoroughly informed, and patriotically moved to the performance of all that the most sanguine can hope or expect of her. The Committee have also appointed thirteen sub-committees in different parts of the county, whose duty it is to solicit subscriptions of stock, and contribute what they can to arouse the energy and excite the enterprize of the people. Guilford, we doubt not, will do her duty in this work most nobly.

MT. ULLA, June 30, 1849.

Messrs. Bruner & James:—Enclosed you will find a Cotton Blossom, which I found this morning—something we were not expecting to find before the 4th July. If you have not received any sooner, you will please give it notice in your paper.

Yours very respectfully,
JAMES COWAN.

Our friend, Mr. COWAN, is only two days behind Mr. REID of Mount Mourne, who, he will perceive by reference to first page, sent in a blossom which opened on the 28th. We find in these evidences of the advancement of the cotton crop, cause of rejoicing. No one, we presume, expected that cotton would bloom so early, this year; no one expected to realize more than a half crop. How it may finally turn out, of course cannot be foreseen; but here are encouraging indications, we think.

☞ There are in the United States 30 synods of the Lutheran Church, five of which are in Pennsylvania. The first synod of Pennsylvania, was established in 1747; the next, the synod of N. York in 1785; and the third, the synod of North Carolina, in 1802. Of the thirty synods fifteen only are connected with the General Synod. The whole embraces 663 ministers, 1,604 churches, 200,000 communicants, and a population of one million. In our own neighborhood they have a large and respectable congregation.

Lincoln Courier.

The North Carolina Synod of this denomination, consists of seven Ordained Ministers, and five Licentiates. It's officers are, Rev. BENJ. AREY, President; Rev. J. A. LINN, Recording Secretary; Rev. WM. G. HARTER, Cor. Secretary, and Mr. Matthias Barrier Treasurer. This body has under its supervision 23 congregations, and 2,215 communicants.

The following extract from the President's report, as published in the Minutes of the last Synod, which have just issued from the press, is encouraging to the members of this Church, and gratifying to the christian public.

"We are under renewed and sacred obligations of gratitude to the great Head of the church for the special out-pourings of his spirit upon several congregations connected with this Synod. The revivals of religion in St. Michael's, Iredell; St. John's, Cabarrus; St. John's, Salisbury; and St. Matthew's and Luther's, Rowan, during the closing year, is perhaps unprecedented in the Lutheran Church, in North Carolina."

There appears to be a prospect of pretty lively times in the Newbern District at this election, between Mr. Lane and Mr. Stanly. The following Song, which we copy from the "North State Whig," would indicate that the Whig spirit is up, and rising higher.

STANLY SONG.

BY W. L. HARGRAVE.

Tune—"Dearest May."

The cry is up! pass on the word—
Our Stanly's in the field,
With Truth emblazon'd on his sword,
And Honor on his shield.
Then raise the banner o'er his head,
Till blazes every star!
And nobly fighting, nobly led.
We'll wage our country's war.
Chorus—Hurrah! hurrah!
For Stanly brave and true!
He is the man to lead our van,
And he will triumph too! (repeat)

The enemy are scouting 'round,
Bushwhacking under Lane,
A *farmer who ne'er plough'd the ground*
A farmer's meed to gain.
Then let him on his hobby ride,
Strong in his vaunting phrase,
While Stanly with his patriot pride
Seeks but a patriot's praise.
Chorus—Hurah! &c.

Then where the battle leads, o'er hill,
Thro' swamp, or *verdant Lane*,
We'll fight until our Whig hearts thrill
With victory again:
Then raise the shout:—"On, Stanly, on!"
On friends of brave old "Rough!"
On! on! until the battle's won,
And the Locos cry "enough!"
Chorus—Hurrah! &c.

THE SPECIAL TERM OF SUPERIOR COURT for Rowan, is now in session, his Honor Judge BATTLE, presiding. His Honor, we find, attracts considerable attention by his singularly modest and unassuming manners as a gentleman, and by his remarkably clear, concise, and impartial charges to the Jury. They are models. Like the man himself—without ostentation or magisterial flourishes.