The Common School Advocate, generally so judicious in its suggestions on the subject of education, has an article entitled as above, against which we desire to enter our protest before the time allowed for pleading has passed.

The Advocate has received from a Dr. Comstock, of Philadelphia, a stereotype of his Phonetic Alphabet, which it lays before its read. ers. This alphabet is composed of thirty-eight letters, and, as its name imports, it proposes to spell words according to their sound-re. gardless of their sense or derivation. The Advocate acknowledges that it is in favor of the reform-because we have more elementary sounds than letters in our language. But we quote from the Advocate :

" Now when we analyze all the words of the English language, we find there are only 38 elementary sounds, just as if we examine all the books, &c., in the language we find only 56 letters. And here is the difficulty of our orthography. There being 38 elementary sounds and only 26 letters, a letter sometimes represents one thing, sometimes another; hence perplexity. What we want then is a character for each of these 38 sounds. And this we have in the Alphabet of Dr. Comstock."

We conceive that the difficulty here complained of might be overcome by affixing to the letters of our ladguage certain signs or marks to designate each and every sound that it has. And indeed this thing has been already accom plished with a very considerable degree of accuracy. Let elementary works be printed in this marked letter, and the difficulty of which the Advocate complains will be avoided. The derivation of words and the analogies of the language will also be preserved; and he who reads a book will also be able to understand it and know something of the tongue in which it is printed. But depart from the method of spelling words according to their derivation, and in a few years our language will be in a Breetian fog which it will not be in the power of the most skillful philologist to dissipate.

Ours is a derivitive language. To the Greek it is indebted for its scientific terms, and to the Latin for much that is ornate and strong. These two original fountains, together with the good old Anglo Saxon, cast up almost everything that is beautiful and refreshing in our language and literature; and alas for the day that we turn our backs upon them and conform our orthography to the phonetic or any other newfangled scheme of spelling!

We believe in the old alphabet. We believe in the old method of spelling words-that is, according to their derivation. We repudiate new sounds and new combinations. We are opposed to Phonetics, and all Franch and Spanish adulterations imported into the language by travelling Counts and fopish Whiskerandoes. Depart from the old landmarks, and what would the next generation know of the language in which Burke and Sheridan poured forth the treasures of their mighty minds? of that in which Milton and Shakspeare wrote? of that in which our Declaration of Rrights and the can ever acquire a knowledge of our language, afford some prospect of revenue. without going to the bottom and digging after the roots from which it has grown up.

These remarks are not made in disparage. ment of the Common School Advocate. We think it a very excellent work and earnestly recommend it to public favor; but we do not the public generally to understand .- N. C. Ar.

THE WILMINGTON ROAD.

Much as this Road has been cried down, (and we have sometimes put in a lick against it ourselves, because it was an Eastern recipient of State favor while the West had nothing) its last reports show the receipts for one year to be upwards of three hundred and seventeen thousand dollars-a sum in proportion to the capital invested which would have left a handsome balance over expenditure if the Road had originally been built right, with T. iron instead of strap iron. The expense of the maintainence of the way on this Road, during one year, has been \$510 per mile; while the expense for the same thing on the Columbia Road, constructed with T. iron, did not exceed \$160 per mile; and the Road repairs at the North, where heavy rail is used, only cost from \$120 6 \$300 per annum.

The following exhibit, based on the reports of the Wilmington Road, shows the advantage of building on the improved plan (as required by the charter of the Central Road :) Capital of the Wilmington Comp.

\$2,000,000 00 Receipts for 1848. \$317,459 40 Cost of keeping up their 162 miles of Road if laid with good Tiron wat \$160, instead of

\$510 per mile, as last year

Deduct a dividend, on two mill-

ions, of six per cent.

\$170,539 40 Leaving over one thousand dollars per mile,after keeping up the Road in good repair, and paying a dividend on the whole stock of 6 per eent,,-to run the Road, pay officers, agents,

hands, &c. The reports of the Wilmington road also furnish additional testimony to the fact that low fare produces increased receipts. In 1841, the fare through from Charleston to Weldon was \$20, and the receipts from the Road \$297,000. In 1847 the fare through was \$10, and the receipts were \$331,000. The amount of travel constantly increased as the lare was gradually lowered in the intervening years .- Grennsboro'

NORTH EASTERN BOUNDARY.

The boundary line between the U. States and Canada, run in accordance with the Ashburton treaty, cost the labor of three hundred men eighteen months. "For three hundred miles a path was cut through the forest thirty feet wide, and cleared of all trees. At the end of every mile is a cast iron pillar, painted white, square, four feet out of the ground, seven juches square at the bottom, and four at the top with raised letters on its sides, naming the commissioners who ran the line, and the

From the North Carolinian THE PLANK ROAD.

Mr. Editer: You published in your last paper, a short account of the meeting of the stock holders in the Fayetteville and Western Plank Road company, from which it appeared that the Road had been located so as to run from this place to Murchison's Factory—thence to Carthage, and through Johnsonville, Ashboro', and Lexington to Salisbury. It cannot be disguised or denied that the people of this place preferred the route by Watson's Bridge rather than that by Carthage, as was plain, not only from all the votes in the meeting, but also from the strong expression of feeling and opinion. both in public and private. The large vote cast by the Board of Internal Improvements, aided by the votes of the few friends of the Central route-but still more by the support of maa spirit of compromise-resulted in giving to the Road its present location.

Now that the matter is settled, why need we suffer our disappointment to work a prejudice to our interests? When before did we ever engage in any scheme of Improvement, in which we have come so near to entire and complete success as in this ? Will the Plank Road do us no good? Are we willing now to relinguish the chances of a better day and throw ourselves back to the position we held

Who will say we are not better off, far better, with the Plank Road located as it is, than we should be without any Road at all? Is it nothing to have the trade of Randolph, David. son, Guilford, Stokes and other rich counties of the State? Let our citizens think dispassionately and coolly of this matter. We are not ruined, we are not undone; and though disappointed and feeling the disappointment keenly and sensitively, let us not punish ourselves for an event which we sought earnestly and faithfully to avert. If wronged-if injustice has been done to us in this matter-if our wishes and feelings have been thwarted by those who proclaimed in our midst that the interests of Fayetteville and the interests of the our hopes have been excited by seductive promises of co-operation from the "powers that be," and these hopes have been suddenly dashed, let us reserve our vials of wrath for the author or authors of the mischief, and not to spend it upon ourselves. We need not, we cannot reproach ourselves-we have done our duty in

decision that has been made. We are fully of opinion the Plank Road will do us great good. Let us then set to the work in earnest -let us accomplish and complete it without innumerable to us and to our posterity.

CROSS CREEK.

From the North Carolinian, From the Editorial remarks in the Observer, it would be presumed that the citizens of Fay. Declaration of Independence were etteville were quite satisfied with the location penned? We want no better orthography than of the Plank Road, and very quietly acquiesced that learned by Jefferson, and Adams, and Mad- in the decision of the Governor and Board of ison and Hamilton : and we care not to write Internal Improvements. So far from this beour language better than these men were able ing the fact, at no time was the community ev. to do it. And as anything like a labor-saving er more excited-never has such feelings of machine in learning, we have no idea that such bitterness been exhibited. Their hopes and invention will ever be found out. Improve- expectations have been blasted. It was conments may be made; better text-books may fidently expected, as they were the principal be substituted, perhaps; and better plans of private stockholders, they would be permitted instruction devised for the masses; but no man to locate the road in such a direction as would

When Governor Manly, in a short address coming, avowed that he had come with the purse of the State and at the same time, with feelings of the utmost kindness towards the old Town-ready and willing to co-operate in all believe in Phonetics; that is what we want measures to improve its condition, and with no disposition to control the action of its citizens, the fears excited were allayed, and we thought there was no disposition on the part of the State to give the Road a direction from which The declarations of the Governor were received with the utmost enthusiasm; and for a time no man was more popular. Had Gov. Man. be permitted to locate the road in any other direction than the southern or central route, we should have submitted with the best grace we could; but after ostensibly taking a neutral position, during two days of excited and angry discussion-after using his influence to suppress a part of the Report of the Engineer, favorable to the northern route-after refusing to permit the road to be located to a position common to both-after stating that we had not sufficient information to decide correctly on any particular route-after exhausting the patience of the stockholders, and exciting the fears of the timid that nothing would be done-at last giving the vote of the State to locate the whole line of the road through a barren country for 70 miles at a cost of \$15,000 more than the route settled on by nine stockholders out of ten. can we come to any other conclusions than that he acted with insincerity. "Be those juggling friends no more believed,

That palter with us in a double sense,

That keep the word of promise to our ear, And break it to our hope"

A STOCKHOLDER.

Central Rail Road in North Carolina. A large Convention was held on the 14th ult., at Salisbury, N. C., having for 120,000 00 its object the building of the Central Rail Road. The assembly was addressed by Governors Morehead, Graham and Swain. We think there is now some hope of completing this important link in the Atlantic and Mississippi rail road. The present interest manifested cannot but have a salutary influence upon the progress of that portion of the road lying in Alabama and Mississippi. It was so regarded in the Convention. The people of North Carolina have our best wishes for the prosperity of their undertaking .- Missis-

> The Mexican Minister of War in his late report to his Government states the number of Mexican women and children dred. It is the practice of the savages to murder the men and hold the women as

Important to Will Owners TOTCHKISS'S Vertical Water Wheels for sale in Fayetteville, by

D. MoNEILL & Co. And in Lincoln County by E. A. BREVARD. March 12, 1847-1645

THE CAROLINA WATCHMAN

Salisbury, N. C. THURSDAY EVENING, JULY 26, 1849.

North Carolina Rail Road PROFITABLENESS OF THE STOCK.

In all the appeals in behalf of this work which we have heard and seen, little stress has been laid on the probability of the stock being above par. We are informed that our friend, H. C. Jones, in an address to the citizens of Cabarrus, took ny stockholders here, who united with them in up the subject, and satisfied many, that the probability is in favor of the Stock's being profitable. He adverted to the fact that the Stock of the Georgia Rail Road from Augusta to Atlanta, is quoted in the Rail Road Journal at \$121 per share, that is 21 per cent. above par, although its profits are greatly reduced by the Road from Atlanta to Savannah: that the Columbia branch of the South Carolina Rail Road in the same Journal is quoted as being above par. He also noticed the fact that the Virginia Rail Roads which will connect with this work are also profitable, and that one, especially the Petersburg Road, which derives all its income from North Carolina, is dividing an annual profit of 8 per cent. He showed that with the exception of cotton, the country over which it is proposed to run this work is more amply endowed with the institutions and trades which give custom to Rail Roads than the State of Georgia. He State were identical—one and inseparable—if showed that the land was better—their schools equally as good, if not bettertheir number of villages and towns greater and more thrifty. The productions of agriculture as well suited to the market of the South, as good and as abundant as on the Georgia Road. In the articles of Though we were strongly and warmly for Irish Potatoes, Apple and Peach Brandy, the Northern route, we submit cheerfully to the Cranberries. Butter. Cheese, Beef and Tallow, he doubted whether any country be continued to Tennessee. Almost every in the world could compete with Western North Carolina. He mentioned that it delay, and it shall be the source of blessings had been argued in favor of the Georgia means of the Yadkin, which is navigable for Roads, that they brought into use an extensive scope of navigable water, which had been formerly cut off from the business below by falls and rocky barriers, and he was willing to yield to that statement full as much force as any one else, but he doubted very much whether the Georgia roads derived more business from this source than our State work would derive from the Yadkin River. He dwelt at some length upon the great advantages offered by this stream, with the character and resources of which he said he was Wilkesborough. He also quoted the opinmade to the multitude assembled to greet his ion of Mr. Dibble, who is practically acquainted with the business of navigating tors be instructed to lay out immediately the rivers with steamboats of light draft, having forced his way far up the Neuse River with this kind of craft against the opinions of every body in that region. He re- Salisbury. Provided, the sum of \$80,000 of counted the number of Gold Mines of permanent character, and the Factories the Old Town could derive but little benefit .- strung along this route as also the Mint at Charlotte, which were advantages he believed not enjoyed by the Georgia Roads, ly in the outset apprized us that we should not or at any rate, in a very slight degree, compared with the proposed Road in our State. He said that a friend had mentioned to him that Messrs. Toombs and Stephens (two of Georgia's most distinguished members of Congress and two of the most intellectual men of the age) had declared to him that "all the experience of Georgia was a most strange illusion if the North Carolina Rail Road should fail to be a profitable investment." The judgment of the Editors of the National intelligencer and of the Petersburg Intelligencer he quoted as of great authority upon

this point. reasoning of Mr. Jones upon this point, of internal improvement, is sufficient and we protest most strenuously against to keep North Carolina forever in the the presentation of this great work as one shade. The fraud practiced upon subof charity, or at least of only local profit- scribers of stock and the State is sufficient ableness. We may be deceived, for we to deter them from putting their hands to profess not infallible forecast, but we go any work, the management of which is further than Messrs. Toombs and Ste- committed to a company. The Yadkin phens, and say that we must be grossly Navigation Company-the Fayetteville deceived and imposed on unless this en- and Western Rail Road Company, of past

terprise shall prove profitable.

in relation to this measure in the county | which, if it had been known, a charter of Guilford. But both these gentlemen are descended from the patriots of the is the position of Fayetteville: and al-Revolution, the men of the Buffalow congregation who smote with the Sword in the name of the LIVING GOD.

From the Petersburg Intelligencer. "The National Intelligencer might have strengthened the above by stating that two of the three rail roads in Virginia, which would form the Northern continuation of the North Carolina rail road, are also profitable, to wit : the Richmond and Fredericksburg road, which is now paying seven per cent. per annum, and the Petersburg and Roanoke road, which has just payed the same, but has just made a dividend of four per cent. To these may be added the Greenville and Roanoke road, which has paid off a large debt and just commenced paying dividends. We wish the Intelligencer would notice these facts. We do not mention them with any spirit of boasting, but we think if that paper, with its extensive circulation, would inform its readers that the rail roads at this end of the North Carolina road are paying as good, if not better dividends, than those at the other, it would tend to give more confidence to that scheme. It ought to be known that the Petersburg road, which is now paying at the rate of 8 per cent. per annum, draws al its business from North Carolina in the present incomplete state of the rail roads of that State. This ought to be satisfactory proof that these roads if extended, would be as productive at least-we are satisfied that they would be more so. A great deal of travel between the North and South, now goes by sea and by the western rivers, dispensed in many channels. The completion of the North Carolina road would collect this travel into one stream which would grow broader and deeper as it flowed and fertilize the whole line.

As a State measure, as a work that will emphatically benefit the State, and be more productive than any similar work in the country, we look upon the North Carolina rail road; and that is the aspect in which to view it .-The travel to and from the South will, it is true, be beneficial to it,-but it will be secondary to the great business of the road, that of carrying the mineral and agricultural products of the State to market. This road, starting from a point of convenient and cheap access, not only to all the ports in that State, but to the ports of Virginia, and also to Charleston, S. C., will run through the centre of the State as far as Salisbury; and thence no doubt it will, in time county in the western part of the State will be in striking distance of it, many of them even if the road would go no further than Sailsbury, by boats for at least 100 miles above, where the

road would cross it. in Georgia and in Virginia and most of the States would have no competitor for this vast business for there is no other route in the State upon which one could be made, and none, indeed, would be wanted. Viewing the road in this light, and as a part of the great thorough. fare between the North and South, we do not think there can be a safer and more profitable

PLANK ROAD ROUTE.

The following resolution was adopted at the recent meeting of the Plank well acquainted from Locke's Bridge to Road Company, in Fayetteville, to locate

the Route: " Resolved, That the President and Direc- the 8th August, the day preceding the Com-

Road from Fayetteville by Murchison's Factory, from thence to Carthage, from thence by or near Ashborough to Johnsonville, and from thence by or near Fair Grove by Lexington to individual subscription on that route be completed, and upon a survey it shall be found Thus it appears settled, that the impor-

tant and extensive country West of the Yadkin river, for the benefit of which the late Legislature expressly designed the Plank Road, is to be, to all intents and purposes, defrauded of the boon, it in a spirit of praise worthy generosity, designed to confer. Let not the world be surprised that the spirit of internal improvement in North Carolina is at so low an ebb. Let not any be surprised that our citizens appear indifferent to what is evidently their real interest. Let not those noble spirits who are now laboring for these epithets. It may be well enough to rethe success of the Central Rail Road deplore what appears to be insensibility on the part of their fellow citizens. The infidelity of those to whom is committed the For ourselves, we fully concur with the prosecution of her few attempted works years, remembered to be hated,-and now We take peculiar pleasure in again lay. the Fayetteville and Salisbury Plank ing before our readers the remarks of the Road Company, with its recent manifest Petersburg Intelligencer upon this sub. fraudulent designs, if there were none We are not a little anxious to learn upon the success of similar works so long to serve 'em so." what the cities East of us will do for the as the remembrance of them is kept green work, especially Raleigh, Wilmington, by renewed attempts to arrest the declin-Petersburg, Norfolk and Portsmouth. Ra- ing condition of the State. Bent on the leigh, above every other community, is accomplishment of its own selfish purpointerested in this measure. We are in- ses, Fayetteville is determined to stretch, formed that the gentlemen appointed as to the parting point, the ties which bind a Committee for Cabarrus County, Messrs. her to the contract with the State. She hostile Indians to be upwards of six hun- ing themselves of the musters and other generosity of the Legislature contemplapublic gatherings to address the people ted for a much larger and more important upon this subject, and that the very live- part of the State, by using against the liest feeling prevails in favor of the mea- State's interest her own liberality. She sure. We have no fear for Cabarrus. If would prevent the success of the Central other counties and towns interested do Rail Road, to which she is bitterly oppostheir duty as bravely as Cabarrus, there ed, by running the Plank Road on the will be no doubt of the result. We are route for a part of the way, and through gratified also to notice the spirited course a country almost all the way, never conpursued by Messrs. Gilmer and Caldwell templated by the Legislature, and for field.

could never have been obtained. Such the question of the location of the Central p. road will have a paramount influence n subscriptions of stock in Guilford county though the Governor prevented her, by his vote, from the accomplishment of her the vicinity north and west. The uncertainty in this respect we are aware will have its designs to the full measure of her wishfect in withholding subscriptions; but we true es, yet even he coincided with her to an not to the extent which some friends appear extent as ample as there is any need for; bend. So far from discouraging, this congency ought to operate as a powerful init. and far too great to secure to himself in this part of Western Carolina a favorable opinion as to his capacity to exercise the duties of the office he fills, in times of peculiar interest, such as the present.

OPPOSITION.

We have heard, within a few days past, that Mr. JOSEPH CALDWELL, our Whig candidate for Congress, has opposition in the person of a Mr. Hull, of Catawba county. We know nothing of the gentleman, and cannot therefore speak of his qualifications for the place he is seeking. Suffice it for the Whigs to know, however, that he is a Democrat, and that whether qualified or not, he will find a number of supporters among his party. It is probable, he will get a very considerable number of his party vote. That he stands any chance of being elected, over Mr. Caldwell, we do not believe; but that it is the duty of every Whig to be at his post on the day of election and prevent it by his vote, is so well understood, that we scarcely think any considerable number will fail to do so. Let the Whig votes of the District all go into the boxes, and they will tell a tale on the evening of the election day, at once satisfactory and pleasing to all who desire the triumph of true Republican principles. Indeed, if there was no opposition at all, no Whig should fail to put in his Ticket: It is well to show the enemy that we understand the danger of repose-having often learnt the lesson by sad experience. Let our motto be let it be located where it may.

To the polls.

We have been favored by our excellent correspondent, "Examiner," with another article on the subject of the Revolutionary history of Rowan, to which, it is with pleasure that we refer our readers' attention. The oldor people of the country will find in this com-The Central rail road, unlike the rail roads munication much to interest them; whilst the younger may treasure its contents as valuable information in the history of the country, the destiny of which is committed to their hands.

We most heartily second the motion of "Examiner" for the "Committee of the Whole," and we sincerely trust that the search proposed may be made with diligence. We will compliment the fortunate finder of a copy of the lost Resolutions, with the "Watchman" for five

The Hon. ROBERT STRANGE will deliver the Annual Oration before the Literary Societies of Davidson College, on Wednesday

> From the Raleigh Times. POLITICAL DECENCY.

The "Union," the dead organ of the dead Government, is all the time rabid. In its No. plc. of Wednesday week, it speaks of "the weak and perfidious administration," which is "regarded with loathing." "Gen. Taylor has surrendered his appointing power to such unscrupulous Whigs as Ewing, Colamer and Clayton. * * His inability to execute the high functions of his office, however, render him not less deserving the censures of the American People." "The conduct of Taylor, in view of his pledges, is infamous." "Gen. Taylor is a mere cypher, -a simple tool in the hands of the irresponsible cabal who are now

lording it so arrogantly byer these U. States." This is all very well and doubtless we shall have much more of it. When it is recollected that Mr. Ritchie said more than this of Gen. Jackson, and afterwards became his most devoted partizan and obsequious slave, the public will know exactly what weight to attach to fer to Old Hickory's estimate of Ritchie's character, too, in this connection, as extracted from Breckenridge's letters; "I have often heard him (Jackson) use these emphatic words :-"RITCHIE IS THE GREATEST SCOUN. DREL IN AMERICA!"

Again :- "If such a corrupt press as the ing. Richmond Enquirer (Ritchie's own, at that time,) were to opprobate my conduct, I should think that, in some unguarded moment, I had committed some great moral impropriety."

We learn from the Greensborough Patriot of interval of their absence, the members of the 14th inst., that "Mr. Shepperd has Demo- the meeting engaged in conversation. cratic opposition, in the person of Dr. Thos. W. When the Committee returned they it Keene, of Rockingham. We are informed that a great staple in this new candidate's har- signed them; and handed their report! angues consists of objections to the manner in the Secretaries to be read. This being which Mr. Shepperd came out as a candidate -that he ferestalled some other man or men of the Whig party, who had superior claims to ject, and we commend them to our read- others, are sufficient to throw a damper himself, and that, in short, he had no business

WESTERN TURNPIKE.

It affords us pleasure to state, that Governor Manly has engaged the services of Major S. M. Fox, an Engineer of distinguished merit, to survey and locate the Turnpike Road from Salisbury to the Georgia line.

The Engineer and Commissioners will meet in Salisbury in a few weeks, and make the annually captured and carried off by the Barringer, Coleman and others, are avail- would even thwart, if possible, the noble necessary reconnoisances, preparatory to the commencement of the work .- Ral. Register.

> Accuracy on a Rail Road.-The New York Courier and Enquirer says that the accuracy with which time is kept on the Boston and Albany rail road is wonder- meeting showed that he had expressed its ful. It states that the books at Spring- true sentiment. field station show that, for six months ending the first of May last, the Albany train never varied more than a half minute in the time of its daily arrival at Spring-

location of the work through the midst of There are powerful considerations in far of a route as far north as the centre of Guille county, which cannot fail to operate upon public mind and upon the action of the Comny when it shall have been formed;—so poserful, indeed, we regard them as placing a matter almost beyond contingency. The tensive region immediately south will receive the full direct benefit of the Cape Fear and Deep river improvement, soon to be menced, and of the Plank Road from Favets ville to the Yadkin river, the route for which has been located, and approaches to within 2 miles of Greensboro' at a point directly south. Equitable regard for the interests and wants of the northern tier of counties, which cannot avail themselves of these improvements, will produce a leaning of the Railroad in their vor :- provided always, that these said comties shall be represented in the Company with a commanding amount of stock.

LOCATION. We have heard the opinion expressed

ment to subscribe. The taking of a large no

ber of shares by the people of this region,

connexion with the other weighty reasons

favor of a high northern route, will secure

If we are not mistaken, Prot. Mitchell ! stated in his report to the Legislature of 184 -'7, that from Raleigh to Salisbury, it is our ten miles farther by way of Greensbero' the by Ashboro'-a distance which would not be regarded in the question of practicability if made up for by a route probably more level through a richer region, and calculated to be efit a larger number of people.

We trust these reflections are not out of plans this juncture; though we do not consider the precise location of the Road a matter of great moment to the farmers of the country It is sure to be made—if made at all—with striking distance of all in this region. we wish it understood, now and hencefush that we go for the North Carolina Railrond

Greens. Pariat.

A mournful fact .- Gen. Pierce, of New Hampshire, in his reply to the complet mentary speech made to him on the occasion of being presented with a sword by the Legislature, stated the following remarkable fact:

"On the 21st of June, 1817, about this time in the afternoon, the 'North Bend' with the first detachment of the 9th infantry, made the harbor of Vera Cruz-The other transports followed in quick succession. It is a melancholy, but not a humiliating recollection, that of those six hundred and forty men, less probably than one hundred and fifty ever recrossed the

received the appointment of District Attomer for North Carolina. We hope this "vered" appointment is now settled. The selection is an admirable one, and admirably deserred:and we only wonder it was not sooner made. We can confidently state that it will give gen. eral satisfaction to the friends of the Admini-

HIRAM W. HUSTED, Esq. of this City, has

Keep it before the people, that the Locofocos are as "mad as march hares" because Old Zack Taylor has had their hands pulled out d the public money box. Keep it before the peo-

PUPLIC MEETING.

At a public meeting of a very respect. able portion of the citizens of Salisbury, on the evening of the 24th instant, held in the Court House, pursuant to previous notice, for the purpose of expressing the views and feelings of this community in relation to the recent action of the Plank Road Company in the location of the route of the Plank Road authorised by the late Legislature-

On motion, Dr. A. M. Henderson was called to the Chair, and J. H. Enniss and J. J. Bruner, appointed Secretaries.

The Chairman briefly explained the object of the meeting. When,

On motion of Mr. William Murphy, 1 Committee was appointed by the Chairman to prepare and report suitable reso lutions for the consideration of this meet

Committee : John I. Shaver, Wm. Mutphy, J. F. Chambers, J. G. Cairnes, and J. C. McConnaughey.

The Committee retired, and during the ported the performance of the duty as done, several amendments were offered and adopted, when the Hon. N. Boyden proposed the following Resolution as an additional amendment, to wit:

Resolved, As the deliberate opinion of this assemblage that not a solitary man who voted in the Plank Road meeting at Fayetteville it the location of said road either by Frankish ville or Ashboro', have the slightest idea ever constructing said road from either of hose places to Salisbury; but that in our judgment all who gave those votes expected and intended that Ashborough or Franklinsville, whiches was agreed upon, should be the North Wester termination of said Plank Road.

In support of this resolution he made few remarks, which were characterise by strong argument and indignant feet ing; and the hearty approbation of the

Mr. Boyden's resolution was adopted and the report and amendments were thes put upon their final passage, and were unanimously adopted as follows, to wil: