

...moderate in its charges. He adds: "Also, what inducements Raleigh can now and will in future hold out for the sellers of produce and buyers of their year's provisions of the groceries, &c. Railroads cannot help us if we do not use them; and Wilmington, Norfolk, and Petersburg most compete for our up country trade. The highest and most honorable bidder will get it."

The Raleigh and Gaston Road has been relaid with heavy iron and thoroughly repaired—the connecting link between it and the Seaboard and Roanoke Road will soon be completed—the Central Road will be ready for the cars, we presume, in the course of the next twelve months; and Wilmington, Norfolk, Petersburg, and Charleston will thus be thrown open to the people of the interior of the State, or rather to a large portion of them. The day is not distant, therefore, when speculation as to results will give place to results themselves—when we shall have practice in the place of theory. Our sympathies are all with the seaports of our own State. We are anxious that Wilmington should share largely in the up-country trade, and we believe her enterprising merchants and tradesmen will spare no efforts to command this trade. But the competition, from the very condition of things, will be warm and active. There is no cheaper market in the whole country than Wilmington, especially for groceries, and farmer's yearly supplies.—Look over the prices current of the different towns, and you will be convinced of this. Her trade is rapidly increasing; and her capacity for trade has, we believe, been underrated even among our own people. As soon as a communication with the interior shall have been effected Wilmington will cease, of course, to a great extent to purchase her supplies—such as hay, apples, butter, onions, flour, potatoes—from the Northern and Eastern States, and will come to depend for these things upon our own farmers and planters; and the same remark will apply to Newbern and Beaufort when the Road from Goldsborough to the latter place shall have been constructed. But the people of the interior will trade where they can get most for their products and at the same time purchase their supplies at the cheapest rates—due allowance being made, of course, for the distance to be overcome and the charges for transportation.

We take pleasure in giving a satisfactory reply to our Correspondent in relation to the Raleigh and Gaston Road.—That Road can now be "tried" and "trusted." It is now in as good a condition as any Road in the Southern country, and well managed. We do not know what reduction in charges is contemplated; but the Road can certainly carry at cheaper rates than heretofore.

So far as Raleigh is concerned we may say that up to this time business has been driven to the top notch—that is, we have just as many retail stores as can be sustained—a number of shops, but no wholesale houses. The people here are not wanting in a spirit of enterprise. The place is rapidly improving. The sound of the saw and the hammer can be heard in all directions—fair prices are paid for hands, and all who will work may. Our merchants and business men must wake up, however, and prepare for the future. They may be able to command a considerable up country trade; but, in order to do so, wholesale business must be commenced, as we doubt not it will be when the Central Road shall have been completed.

The bulk of travel from the interior will doubtless take the Norfolk route; and many of the merchants of this section and further West will, in all probability, avail themselves, in purchasing their dry goods and fancy articles, of the connexion between that port and New York. We speak of facts as they are and of strong probabilities.

The course of trade, however, is not so important, after all, as the existence of trade itself. We may not be able to direct it as we could wish, but we can make it and give to it an indefinite augmentation. Let us do this—it will take care of itself thereafter; and though the stream may not run by every door and through all our market towns, yet sooner or later all interests, all localities and sections will be refreshed and fertilized by its influences and results.—Raleigh Standard.

MARTIN LUTHER'S WEDDING RING.—A correspondent of the New York Times stating that Lieut. D., an officer in the United States Navy, recently met an aged German in a jeweller's shop near Broadway, who had an old ring, which he offered for sale. The ring attracted the attention of Lieut. D., and he purchased it at an advance of its nominal value. On inspection, it was found to be the wedding ring of Luther. It is in good condition, bearing little mark of chafing or extraordinary wear. It is by no means massive—but, on the contrary, slight and delicate in form. Previous to its being shaped to the finger, the plate was chased into a finger of the Crucifixion, most delicately and beautifully wrought; so that the cross and the paraphernalia appertaining are distinctly visible. On the centre of the body of the Saviour is inserted a ruby. The inside of the ring bears this inscription, in bold letters, in German text:—"MARTIN LUTHER, CATHERINE DE BORE, 12th Jan. 1725."

We learn that a Northern Company have purchased the Lindsay mining lands and water power of Deepriver, in this county, with the purpose of mining for copper. These mines were some years ago successfully wrought for gold.—Greensboro Patriot.

...these months, and saved the government at least a million of dollars. It is this that the State of Florida shall take the matter in its own hands, and offer high rewards for killing and capturing them. If \$1,200 be offered for each warrior captured alive, \$1000 for each warrior killed—and \$500 for each woman or child captured alive—but few of them will be either killed or captured before the rest will hasten in and surrender at discretion. Supposing however, that it might be necessary to kill 40 of the warriors (one third of their whole number) before the rest became terrified at being waylaid and "still hunted," the whole expense would be but \$400,000, and this the General Government would be bound to refund. One great advantage in this plan is, that if none be killed nor captured, there will be nothing to pay—its expense will only be commensurate with its success—and as all other plans, though attended with vast expense, have signally failed, would it not be wise to give this one a trial? That it would fail appears to me incredible; for there are more than enough Floridians who would promptly organize in parties of 60 or 80, arm themselves with double barreled guns and revolvers, provide themselves with dried beef and cold flour, and "still hunt" for weeks at a time with the double object of riding their State of its greatest curse, and earning at the same time, a few thousand dollars.—I hold it to be a demonstrable fact, that it is only by still hunting them, that these Indians can ever be subdued—and to expect men to run the risks, and suffer the privations of still hunting them for the consideration of eight or ten dollars a month, is asking too much of their patriotism. Nothing short of high rewards will cause them to be still hunted, and unless they be still hunted, I despair of ever seeing them removed. It is because they still hunt us, that one hundred of them can make themselves formidable to 80 thousand people. These savages have been for fifteen years laughing at our marching columns, or our puerile diplomacy, regarding us with no more dread than the boy in the apple tree did the old man when he pelted him with grass. It is high time that we begin to play their own game upon them, and try what virtue there is in stones.

WASHINGTON MONUMENT.

This Monument has now reached an elevation of 124 feet from the surface, and is an object of interest and attraction to all who visit the metropolis of the nation. Some idea of its magnitude may be formed by those who see this structure as it now is, when they know that it has not yet reached the one fourth of its proposed height. It is at present an object visible for miles down the Potomac, at a short distance from the margin of which it stands. The building committee have caused to be prepared a car, which is calculated to accommodate eight persons, and carry up such as may desire to ascend to its present elevation, from which a most splendid panoramic view of the city and surrounding country may be obtained—when not covered in, as it now is, for the season.

The contributions made at the polls during the last Presidential election, in compliance with the circular of the Board of Managers, amount so far to \$16,000, but which no doubt would have reached a much larger sum had earlier arrangements been made for collections on that occasion. The contributions from other sources will enable the Board to proceed with their usual energy in carrying up this great national work during the next building season; and from the patriotic feeling so far manifested throughout the country there is every reason to believe that a sufficient amount will be obtained to complete this great testimonial to their gratitude to the illustrious founder of their liberties.

LONG TUNNEL.

One of the tunnels on the Pennsylvania Railroad now constructing is to be 3,670 feet in length. Its area at the widest space within the lines of the masonry will be about 24 feet, and the spring of the arch will begin 16 feet from the crown of the arch. The arch itself, of the tunnel, will be rather of an oval form, one of the most beautiful curvatures which Conic Section can afford. The greater part of the vast arched excavation will be inlaid with strong and substantial masonry. More than half of this masonry will be composed of sandstone well laid in hydraulic cement; and the remainder will be hard burnt brick. This whole masonry will be twenty two inches thick. The tunnel passes the Alleghany Mountain in Sugar Run Gap, and lies partly in Blair and partly in Cambria County. Taking into account the length of the tunnel and its interior breadth, and the quantity and solidity of its masonry, it may be regarded as the largest work of the kind in the United States. About 400 men are employed upon it.

Fatal Catastrophe.—At a dining party a few days since, while champagne was circulating pretty freely and jests as sparkling as sparkling wine, one modest young gentleman who was engaged in the Turkey department suddenly proposed a conundrum. "Why are most persons who eat Turkey like babies?" A great silence followed, accompanied with deep reflection. No one could answer. All seemed perplexed. The modest young gentleman blushed, and was backing out from his own proposition, but an overcurious female relative detained him by a button on his coat, and he was compelled at the entreaties of the party to give the answer; which was, "Because they are fond of the beast." Two middle aged young ladies fainted, and the coroner sent for immediately, to hold an inquest over the remains of the unfortunate young man, who was suddenly carried out.—Mobile News.

GENERAL SYNOD.—The General Synod of the Lutheran Church in the United States assembles in Winchester, Va., in May next, according to adjournment of the last meeting in Charleston. There will probably be from two to three hundred ministers, and laymen in attendance.

As the law requires of me, I have prepared a new pamphlet edition of all the School Laws in force, with explanations and forms, and this edition has this day been approved by the President and Directors of the Literary Fund, and will be printed as rapidly as possible. A large number of copies will be struck off and circulated; and, in the mean time, as soon as the requisite number can be printed, a copy will be sent to each of you by mail. The balance of the edition due to each county will be sent to you, with directions for their distribution, by the persons who carry out the Acts of Assembly &c.

Of the new laws passed at the recent session of the General Assembly, it is not absolutely essential for you to know immediately any part except that in relation to Committees of Examination. It is made the duty of the Board of County Superintendents to appoint a committee to examine those who wish to teach Common Schools in each county in the State; this committee is to consist of not more than five, of whom the Chairman of the Board of County Superintendents is to be one—to meet at least three times a year, and to give at the Court House door, notice of the times and places of meeting. Certificates issued by them are good for one year only, and in no other county than the one in which they are issued; and you are authorized to refuse to pay any teacher who does not exhibit a proper certificate. Of course you will not enforce this law until the substance of it is known to committee men; and in your annual reports—which are to be made to me instead of the Governor and Literary Board—you are to designate the number of licenses issued during the year to male and the number of female teachers.

I take this occasion to express the hope that a new impulse will be given to the cause of popular education in North Carolina; and to say to you that I shall, if spared, visit all the Counties of the State, to examine the operations of our system, to consult with you and second your efforts, and to endeavor to enlist the active sympathies of the public in behalf of this great cause. In the mean time, I would be pleased to receive suggestions from you, and may be addressed at Greensboro or Raleigh; and permit me to assure you that while I would be pleased to correspond with you, your knowledge of local matters, your observation and experience, may be of material service to me, while I am ready to offer any assistance in the way of advice and information in my power.

Hoping that soon we shall become better acquainted and be able to strengthen the hands of each other, I am

With much respect, your ob't serv't,
C. H. WILEY,
General Superintendent of Common Schools,
Raleigh, Jan. 15, 1853.

Forty seven.—We find the following in an English newspaper, and submit it to the curious inspection of those who are inclined to be superstitious on the subject of numbers:

"It is now 47 years since Nelson fought the battle of Trafalgar; 47 years was the age of Nelson at the time; 47 years of age was Wellington at Waterloo; 47 years of age was Bonaparte whom he defeated; 47 years apart last year since Napoleon the First was crowned Emperor; 47 years is the age of Napoleon the Third, who this year is made Emperor." We may add to the above—we hope without frightening anybody into an apprehension of a "coup d'etat"—that Franklin Pierce was 47 on the day of the last Presidential election.

"THE REVOLUTIONARY PARTY."

We are not at all surprised that the "Raleigh Standard" does not deem it necessary to say anything more in relation to the revolutionary scenes lately enacted in the House of Commons, by the loco-co leaders. After having exhausted all the resources of falsehood at the command of his depraved pen, in the effort to explain and justify their conduct, we do not wonder that the editor finds himself non-plussed for once.

He promises, however, to resume the subject in—eighteen hundred and fifty-four! Whether he will, or not, however, he shall. We intend to bring anew before the people the disorganizing action of the late loco-co majority in the House of Commons. We may make, also, some further allusion to the occasion upon which the Editor shed "those tears!"
Ral. Register.

A Dangerous Leap.—Luther M. Brown, a lawyer by profession, charged with counterfeiting in Newbury, (N. H.) having absconded, was traced to Buffalo, where he was arrested, ironed, and placed in the cars for Albany on Friday last. When near Schenectady, and the train going at the rate of thirty five miles an hour, he leaped from the cars, although his feet were bound together by shackles, and made good his escape, in consequence of not being missed for some time afterwards.

THE CALORIC ENGINE.—The proprietors of the New York Evening Post have contracted with Capt. Ericsson to furnish them with a caloric engine, and it is already, they say, in a state of considerable forwardness. The patterns have been prepared by Capt. Ericsson, and the machinery is being made by Messrs. Hogg & Delamater of New York. It is to have sufficient power to drive one of Hoe's rotary presses at the rate of 10,000 impressions an hour, and four job office presses, with a reserve force of two or three horse power, and yet it is to occupy only the space enclosed in a cast iron box six feet square and between five and six feet high. It is to be finished and in operation by the middle of April.

Caloric Engines.—The New York Express says that Captain Ericsson has received orders for about 300 of his caloric engines, but it is not aware that he has consented to supply any large numbers at present.

The Mayor of Baltimore has received a letter from Gen. Pierce, declining a public reception on his passage through that city. The committee of arrangements is accordingly discharged.

We invite attention to the proceedings of the Plank Road meeting held here on yesterday. The informal report of the President was rather discouraging, but the spirit which prevailed in the meeting was decidedly cheering; and we shall expect to see a positive improvement in the prosecution of the work on the Road. There is great room for improvement, and it should commence with the Stockholders themselves. They are to blame that the Company is not now receiving tolls on 12 or 15 miles of the Road. Many of them have failed to pay the instalments on their subscriptions, and it is simply out of the question to expect to carry on such operations without money. The new President will be around with his books in a few days, we understand, and he will expect every man, to plank down the cash. When this part of the business is duly attended to by the Stockholders, and the work still languishes, we shall then be in favor of raising a disturbance with somebody.

WM. C. DEJOURNETT, has been appointed Post Master at Trap Hill, Wilkes Co., N. C., in place of John Prather, resigned.

Yorkville Remedy.—We are pleased to see that Mr. Eccles has enlarged and improved the "Remedy." He is, leaving politics out of view, a very clever fellow, and we rejoice at this evidence of his prosperity.

Senator.—It is rumored here, this week, that Col. J. H. WHEELER has received the appointment of U. S. Senator to fill the vacancy which will occur on the expiration of Mr. Mangum's term. We do not place much confidence in the report, though the authority would seem to leave no room to doubt. A few days will reveal the truth or falsity of the rumor, and until then we shall reserve any expression of opinion as to the merits or demerits of the appointment.

We omitted to notice last week, the election on Monday, of the following gentlemen as Intendant and Commissioners of this Town for the next year, to wit:

Intendant.—H. H. Beard.
Commissioners.—James E. Kerr, J. S. Johnson, Burton Craig, Charles F. Baker, Robert Murphy, J. M. Brown, J. F. Chambers, Michael Davis.

Mr. Clingman.—This Honorable gentleman, we perceive, has attracted considerable attention by his late address. Indeed, we are a little surprised that a man of his calibre and character should be able to create as much notice, from time to time, as he has done. This circumstance alone, is calculated to inspire the subject of it, however unworthy, with great self importance; and to make him believe that he is a second Webster. Whether upon this principle, or from mere inherent vanity, Mr. C's course may be accounted for, it is not material to enquire into at present. It is obvious, however, that he holds himself a head and shoulder above any other man in North Carolina; and sneers contemptuously at the Legislature of the State, whom he charges with having conspired against him in the arrangement of his district. Small game for the pursuit of our grave legislators!

But Mr. Clingman's inconsistency on this point is wrapped in a nutshell. It should be remembered the last Legislature was democratic, and that Mr. C. still pretends to be a Whig. And it should also be remembered that this democratic Legislature added a thousand more Whig votes to Mr. C's district, thereby making it overwhelmingly Whig. And yet strange to tell, he berates the Legislature for adding this additional strength, and charges them with the purpose of defeating him. If he be a Whig, why complain? If a Democrat, his district was decidedly Whig before, and if he blame any body for making it stronger, let him blame the democrats—those who run him for the U. S. Senate. As a democrat he had no right to expect the suffrage of a whig district. As a Whig he has no cause to complain. And yet he is rampant.

In this address he talks both ways,—all ways—so much so that it is impossible to tell whether he is fish, flesh, or fowl. He is a non descript in politics. To change the figure, his sails are set, and he invites the winds to fill them; but like a boat, without a rudder, his barque obeys every chance current. Now eddying in circles, now darting like a comet. Now bravely contending, and now piteously creaking; but ever, ever tending to that most fatal malstrom, extreme selfishness. He is like a man we once knew who visited no house where he might not find a mirror to reflect the beauty of his face; before which, planting himself, all others in the room appeared, in the back ground. Or like a peacock with his tail spread, self-adored beneath the gaze of a thousand inferior eyes; and not unlike him in discordant notes. In fine, he is like nothing any body ever saw, who have not seen THOMAS CLINGMAN.

...and E. Myers, and J. L. Graham, elected to act as Secretaries.

The meeting being organized, and a majority of all the stock represented, at the call of the Chairman, L. BLACKMER, Esq., President of the Company, submitted an informal report of the condition of the Company, and the progress of the work on the Road. From this report it appears that one installment over half of the amount of subscriptions have been called for, but that a very large amount was yet due on these installments, and that in consequence of the neglect of Stockholders to pay up their installments, the Company had fallen in debt to the contracts to a large amount, and the operations on the road seriously crippled. That notwithstanding this unfavorable circumstance, the work was still going on, though slowly; and that the road would be completed to the terminus near this place, within three or four days.

Mr. BLACKMER also submitted a few remarks and suggestions for the consideration of the meeting with a view to secure more prompt payments of stock and infusing greater energy in the prosecution of the work; and believing that it would meet the views of a portion of the stockholders, and probably advance the interest of the Company, made known his purpose to resign his office.

The subjects embraced in this report were duly considered by the Company. In order to meet the greatest and almost the only difficulty in a more speedy prosecution of the work, the following resolution, by H. C. JONES, Esq., was unanimously adopted, to wit:

Resolved, That the Directors of this Company be instructed to collect the installments already called for promptly; and that the same be laid out in the extension of the Road after the present existing debts of the Company are paid; and that as speedy a collection be made hereafter as can reasonably be made; and that an energetic policy be urged upon the Directors in the further progress of the work.

The question was raised whether it was competent for this meeting to fill the vacancy in the Board occasioned by the resignation of the President. But by common consent it was dismissed, as being the proper work of the Directory—this not being the annual meeting of the Company.

W. P. CALDWELL, Esq., of Iredell, addressed the meeting, and pledged his county to relax no effort for the successful prosecution of this work. Iredell, he said, would do all she had promised, to the very letter. If she lack any thing now, he was authorized to say it should be made up; and she stood ready at any time to second any measure which Rowan would make to carry forward this work to a speedy completion.

The meeting was also addressed by the Hon. D. F. CALDWELL, H. C. JONES, B. CRAIG, and J. A. LILLINGTON, Esqrs.; and appeals made to the merchants and citizens of Salisbury to make up the subscriptions necessary to complete the Road to Statesville without delay.

The books were then opened to receive additional subscriptions of stock, and near a hundred shares were taken.

There being no further business before the meeting touching the affairs of the Company, A. H. CALDWELL, Esq., adverted to the importance of other enterprises, for which charters were granted by the last Legislature, when the following resolutions were adopted, viz:

Resolved, As the opinion of this meeting that measures ought to be taken to connect Salisbury with Albemarle in Stanley, by Plank Road, to the end that a junction be formed with the Plank Road to Fayetteville and Cheraw, by that route.

Resolved further, That measures be taken to establish a connection between Salisbury and Mocksville by Plank Road, and eventually to extend it to Wilkesborough.

Resolved further, That it be recommended that a public meeting be held at Albemarle, on the 8th of March next, to be Tuesday of Stanley Superior Court, to take the subject of a Plank Road into consideration, and to organize with a view to action.

Resolved, That it be recommended that a public meeting be held at Mocksville, on the 29th of March next, to take into consideration the subject of organizing a Plank Road to connect Salisbury with Mocksville and Wilkesborough.

Resolved, That we regard the connection of this place by Plank Road, with the Fayetteville and Western Road at Asheborough, as a subject of great importance; and that this meeting recommend that measures be taken to advance the success of that scheme.

When the meeting adjourned.

E. D. AUSTIN, Ch'm.
E. MYERS, J. L. GRAHAM, Secretaries.

GOOD REGULATION.

We find the following wholesome police regulation has just been adopted in Wilmington, N. C. Our town authorities would do a good thing were they to follow the example. They should prevent such sports on the Sabbath at least. We have seen negro boys playing at marbles, on every Sabbath for the last two or three months.—South Carolinian.

"Ordered, That hereafter all negro boys found in the streets of this town pitting cents or quots, playing marbles, rolling hoops, playing ball, or any other kind of game, shall receive twenty lashes, or their own pay a fine of five dollars for each and every offence."

Our streets during the present week have presented an unusual brick appearance. In fact our main avenue, Hay Street, has been so blocked up with wagons that it has frequently become a little difficult to force a passage thro' the dense mass. This, however, is an inconvenience which we can afford to undergo, in consideration of the results. If this state of things is kept up, plank road stocks will command a premium. What a lamentable state of affairs this would be to those unfortunate who have subscribed to the Western Railroad, with the expectation of transferring their plank road stocks to the Railroad in payment of their subscriptions! They would actually have to "come down with the dust," or do worse.—

...Company, held last evening, L. BLACKMER, Esq., resigned his office as President and Director, and Col. E. D. AUSTIN, elected to fill the vacancy. R. F. SIMONSON, Esq., of Statesville, also resigned his office as Director, and J. P. ALEXANDER, Esq., of the same town, was chosen to fill his place for the residue of the term.

LATER FROM EUROPE.

BALTIMORE, Feb. 4, 8.5 P. M.
The British Mail Steam ship Canada, Captain Stone, has arrived at Halifax from Liverpool, which port she left on the 22d ult. The United States Mail Steam ship Atlantic City, Esq., arrived at Liverpool from New York on the morning of the 20th ult.

THE LIVERPOOL MARKETS.—The Atlantic's advices had a favorable effect upon the Cotton market. Throughout the week Fair qualities had advanced a farthing, and Middling an eighth of a penny. The sales during the week comprised 58,000 bales, of which speculators took 11,000 and exporters 6,700. The sales on Saturday, the 22d ult. the day the Canada sailed amounted to 5,500 bales.

The quotations were as follows.—Fair Orleans, 6 1/4; Middling Orleans, 5 3/4; Fair Mobile, 6d; Middling Mobile, 5 1/2; Fair Upland, 5 1/2; and Middling Upland, 5 1/4. The stock of Cotton at Liverpool consisted of 600,000 bales, of which 400,000 are American.

Carolina Rice was worth from 21s 6d to 22s per cwt. Flour was unchanged. Grain had slightly declined.

HAVEY COTTON MARKET.—The sales during the week comprised 9500 bales at half a franc advance.

GREAT BRITAIN.—Fears are entertained in England of a coup d'etat by Napoleon. Napier, the English Ship Builder, had received orders from Napoleon to build sixteen frigates for him. The British Admiralty, however, cancelled the order, and instructed Napier to build the same number of frigates for the British Government. The Government are also instituting enquiries of the Rail Road Companies as to how many men, horses, and mule teams of war they could carry to specified points in case of emergency. A large Militia station is to be formed near Birmingham. No more regular troops are to be sent from home, and great activity prevails in the different Navy Yards.

FRANCE.—Louis Napoleon was to have been married to Madame Montigo on the 30th ult.—The dowry demanded for the Bride was six million francs. Twenty line of battle ships, eighteen frigates, and fifteen smaller vessels are being built in the French navy yards.

NEW YORK COTTON MARKET.

BALTIMORE, Feb. 4, 8.5 P. M.
In the New York Cotton market on Friday, 1750 bales were disposed of previous to the reception of the Canada's advices at a decline of from an eighth to a quarter of a cent.

TELEGRAPHIC NEWS.

From the South Carolinian of Feb. 8.

NEW YORK MARKET.

NEW YORK, Feb. 7, 1853.
The sales of cotton on Saturday showed an advance of 1/2 on prices of the previous day.—Sales of the week 6,000 bales.

NEW YORK, Feb. 7.
Cotton firm at full prices. 1,000 bales sold. Napoleon has announced his intention of marrying Senorita Montigo on the 30th ult.

CHARLESTON MARKET.

CHARLESTON, Feb. 7.
Sales to day up to 1 1/2 o'clock, 700 bales, at 8 to 10 cts.

FUGITIVE SLAVE CASE.

Considerable excitement was caused at Alton, Ill., on the 17th, by the announcement of another attempt to carry off, on the steamer Cornelia, a fugitive slave, without a trial under the fugitive-slave law. The effort was prevented by the proper officers, and trial was held the same evening before Levi Davis, Esq., U. S. Commissioner. A large crowd was in attendance, patiently awaiting the decision. The facts, as stated, are as follows:—"The slave girl, Amanda, was brought to Alton city about a year ago, from Tennessee, by a son of her master, and by the son set free without the consent of his father. The father since died, and the ownership of the slave had been purchased by the present claimants, who bring proof that the son then was under age. After a very minute examination, Commissioner Davis decided in favor of the claimants. Considerable sympathy was manifested for the slave girl, and an effort will be made to purchase her. The whole passed off very peacefully and creditably."

We understand that the Chamber of Commerce at its meeting yesterday, unanimously passed a resolution instructing the President to invite Capt. Ericsson to visit Charleston with the propeller bearing his name, and worked by the new motive power which promises to effect so entire a revolution in the field of commerce and manufactures. This indicates a laudable interest on the part of our Chamber to gratify our citizens, as all must be curious to witness the operations of this new wonder in industrial science, and we trust that it may be compatible with Capt. Ericsson's engagements to comply with the invitation.—Charleston Courier.

On last Wednesday night, in this place a youth named Washington Orrell stabbed a negro boy, Stephen, belonging to Gov. Matthews. The negro died from the wound in a few minutes, and the youth who inflicted it was committed to prison to await his trial for the murder. It were unnecessary, and perhaps improper, to give any detail of the facts, though well known by a large portion of the testimonials community who listened to the testimony before the committing magistrates.—Greensborough Patriot.