From the Norfolk Day-Book-Extra.

AWFUL CATASTROPHE!!

Burning of the Steamer North Carolina, from Baltimore.

TWO LIVES LOST.

The Steamer Georgia arrived in our harbor this morning, bringing the startling and painful intelligence of the burning of the Steamer North Carolina on Friday morning last, on her passage from Baltimore to Norfolk, with 26 passengers on board, all of whom fortunately escaped with, except one, the Rev'd Mr. Curtis, Episcopal Minister of South Carolina, who was on his way home from the North. One of the Stewards of the Boat, a colored man.

The fire was discovered, on Friday morning at about half past one o'clock, in one of the State Rooms of the upper saloon, at which time the boat was about three miles below Smith's Point Light House. The pumps were immediately set to work, but the fire had gained such headway as to be impossible to suppress, and the boats were immediately hoisted out and all efforts made to save the passengers and crew.

During this time it was said a dense fog was prevailing, and it was only through the cool and courageous efforts of the officers of the boat that the greatest confusion did not prevail, and fortunately every soul on board was saved, it is believed, except the two persons above named.

A lady with a child came down by the stanchions from the upper to the lower deck, where she threw her child overboard and jumped over after it. Her husband, seeing their perilous situation, jumped in to save them, while the heroic Captain, Henry Fitzgerald, plunged into the water to assist them, thus, ranking four into the water at one time, all of whom were saved by means of the boats after some difficulty.

There were seven ladies on board the boat, all of whom barely escaped to the small boats in their night clothes, not having an opportunity to get even their shoes and stockings. The exception was a lady whose nervous condition would not allow her to sleep and she was in full dress, as she had not gone to bed.

It is believed that the passenger who was burnt up, and who is believed to be the Rev. Mr. Curtis, of S. C., was deaf and could not hear the noise and stir of the few moments left the passengers to escape after the alarm had been given.

The escape to the small boats was fortunately favored by the presence of calm weather, otherwise it is believed the loss of life would have been much greater.

The bell on board the light boat was kept tolling till the small boats reached her, when the passengers were taken on board, and the Steamer Locust Point, (one of the Parker Vesse line,) came along side about day break, and took them on board and brought them into Hampton Roads, from where they were brought to this city this morning by the Steamer Georgia. The Captain of the Locust Point very generally kept near the light boat and the burning steamer, in order to render any assistance within his power; determined not to leave till every soul was saved.

The hull of the steamer burnt to the water's edge, and it is supposed she sunk, as nothing was seen of her after the fog cleared away.

No baggage, freight or anything of value whatever was saved. The U. States Mail for this city was also destroyed.

It is believed that Adams & Co's Express loses by this catastrophe, somewhere in the neighborhood of $7000. But we understand by a fortunate accident, they were prevented from losing $300,000, Government funds, which was expected here to pay off, but did not get on board in time, and consequently came down in the steamer Georgia this morning.

Captain Gannon, the commander of the North Carolina, had $200 of his own funds in his state room, which he had not time to save. So precipitate in fact, was the retreat, that no time was to spare to save anything whatever, and Mr. Parks, Purser of the boat, lost all the passage money, list of passengers, &c.

The passengers are now in our city and Portsmouth, and having lost everything they had on board, are rendered destitute, and it might be well to tender some assistance to those who are going further to enable them to pursue their journey.

This is the only accident of any note that has occurred to this fortunate line since they have been in existence—a period of thirty years.

It is believed the fire originated in one of the forward state rooms, which was occupied by the Steward as a room for keeping the linen, &c., belonging to the boat, and that when the door of the room was opened the whole saloon was in a light blaze by the draft of air rushing through.

PASSENGERS—SAVED.

Name.	Residence.
Dr J. R. Troup,	Darien, Ga.
Miss Troup,	do. do.
do.	do. do.
R. H. Northrop,	do. do.
Tyler W. Pope,	Pioneer Mills, N. C.
E. Clifton and lady,	Beaufort, N. C.
R. J. Gregory,	Lenoir, do.
J. Lucas, Boy,	Washington, N. C.
H. Pengeron,	New York.
R. A. Craig,	Harrisburg, Md.
John A. Reuben,	Salisbury, N. C.
Dr John G. Rose,	Petersburg.
E. H. Lewis,	Williamsburg, Va.
S. J. Hart, U. S. N. Y.,	Portsmouth.
R. Mathews,	Norfolk, Va.
John A. Green,	Baltimore, Md.
Wm. Drake, Jr. and Servant,	Norfolk, Va.
Peter Adams,	Portsmouth.
Marlow W. Sydnor,	Petersburg, Va.
D. A. Walker,	do. do.
H. Chase, wife and infant,	New York, N. Y.
Miss Mary, Passenger,	Norfolk, Va.
Wm. B. Parks,	Petersburg, Va.
Mary A. Bryan,	do. do.
PASSENGERS—LOST.	
Rev. Dr Curtis,	Lawrence Springs, S. C.

North Carolina Central Railroad.—A report made by C. F. Fisher, Esq., President of the North Carolina Railroad, to the stockholders that met the day before yesterday, will be seen in the State and other papers. The road is in a prosperous condition, and the stock is based on a solid foundation. The new President, Fisher, thinks that it will not be long until it will pay the plus on per dividends of ten per cent. on all its stock.—*North Carolinian.*

The Buffalo Courier says that a great accession of the revenue of the State of New York from the use of steam power on its canals. Fifty of these propellers now plying.

THE ART OF PLEASING.

A modest and virtuous young man, on first going into society, is apt to be sorely perplexed upon the question how to make himself agreeable to ladies. He need not be ashamed of his perplexity. Washington Irving, in one of his early sketches, confesses that a well-dressed lady was an object perfectly "awful" to his young imagination. We were once acquainted with a gentleman of distinction in public life, the father of several accomplished daughters, who could not, even to his fiftieth year, enter a drawing-room when ladies were present, without painful embarrassment. It is certainly a good sign in a young man to stand in some awe of the beautiful sex. A person of coarse and vulgar mind, who thinks more of himself than his best friends think of him, and who knows little the worth of a good woman's heart, rushes fearlessly in where angels fear to tread.

How well we remember a little incident of our early days, which helped us to overcome our bashful dread of the society of ladies! Seated by the side of a beautiful girl, of seventeen, and overwhelmed with a consciousness of our inability to say anything to her which she would care to hear, we chanced to observe that she, too, was trembling with embarrassment. What a comforting discovery! We felt as a coward feels when he finds that his enemy is more completely terror-stricken than himself. Addressing ourselves to the task of dressing our fair acquaintance, we soon forgot our own fears in sympathy with hers. Bear this in mind, young gentleman, who blush and stammer in the company of ladies: The girls are as much afraid of you as you are of them!

You are awkward in your manners, you think. If you think so, it is likely that your fair friend thinks otherwise; for the really ill bred fellows that we have known have never suspected their ill breeding. And, after all, what is good breeding but habitual good nature? The simple fact that you wish to please is a proof that you possess, or will soon acquire, the power to do so. The good heart and well-informed mind will soon give grace to the demeanor, or will so abundantly atone for the want of it, that its absence will never be noticed.

Besides the girls—that is, the most of them—like a man who is simple in his manners, provided they see that there is substance and worth in him. Graceful manners and ready wit are good so far as they go. But be sure of this, O bashful, blushing youth, that both in the society of ladies and of men, you will pass, in the long run, for what you are worth—no more—no less. The art of pleasing, therefore, is nothing more than the art of becoming an honest, kind, intelligent, and high minded man. Such a man, be he graceful as Chesterfield or awkward as Caliban, all worthy women trust and love.

TROUBLE IN UTAH.

The affairs of Utah seem to be still in a disturbed state. Notwithstanding the seeming pacification of the Territory, by the submission of Brigham Young and his friends to the new order of things inaugurated by the appointment of Governor Cumming, there yet exists among the Mormons an undercurrent of clannish, and even rebellious, feeling against the United States officers of law, and, indeed, against all the Gentiles resident in Utah. Judge Sinclair's charge to the grand jury, urging them to inquire into the existence of polygamy and of treason against the United States, has created a bitterness in the minds of the Mormons that threatens to exhibit itself in open acts of hostility to legal authority. Indeed, if we may rely on the statements of the Salt Lake City correspondent of the San Francisco Weekly Bulletin, Brigham Young, the very embodiment of Mormon power and influence, has resisted the law by steadily refusing to permit service of a subpœna from the United States court, requiring his attendance as a witness. Continued persistence in such recusancy would make necessary the forcible attachment of his body, with the aid of the Federal troops, if required.

There seems, also, to be danger of the preponderance of Mormon influence in the United States courts to the perversion of the ends of Justice. For example, the Mormons have now a majority of one in the grand jury of the Federal court, sufficient to prevent a legal examination and consideration of the questions of Mormon treason and polygamy, as recommended by Judge Sinclair. The danger to the United States of this preponderance of the Mormon element in the government of territorial law, and in the administration both of Federal and Territorial law, was forcibly presented in a lecture delivered in this city more than a year ago by Mr. Hyde, formerly an elder in the Mormon church, but then engaged in exposing the deformities of that church which he had left after years of thorough acquaintance with all its dogmas and their practical workings.

In connection with this question of Mormon preponderance, it is stated that the U. S. district court of Utah has under consideration the question whether the United States district attorney or the territorial district attorney (appointed by the Legislature) shall conduct prosecutions for crimes and offences against the laws of the Territory, brought for trial before the U. States court; and whether the United States marshal or the territorial marshal shall execute the process of said court, when engaged in the trial of such cases. The fear is expressed by Gentiles resident in Utah, that if the officers of the United States court appointed by the United States government shall be superseded by those appointed by the Mormon Legislature, the Mormons so holding office will prevent all inquiry into Mormon crime and treason by selecting grand juries composed wholly of Mormons, who will not expose the crimes of their fellows.

The Mormon troubles are not yet settled. The prompt action of the United States Government in sending troops to the disturbed Territory, to enforce the Federal laws, in case of necessity, prevented a vast amount of long-continued turbulence, which might have resulted at least in a very war of desolation, in which the vanquished would have raised the cry of religious persecution, and would therefore have laid claim to the sympathy and assistance of the civilized world. But though much was effected by such commendable energy, much seems yet to be done ere lasting peace and good government shall visit the land of the Latter-Day Saints. While studiously refraining from even the slightest shadow of oppression, the officers of the law should exert themselves to the utmost to uphold the authority, and thus teach the benighted victims of false superstition that their only safety lies in ready obedience to the supreme power.

Daily Globe.

When Dr. Johnson courted Miss Porter, whom he afterwards married, he told her "that he was of an ancient family, that he had six men, and that six of his had been hanged." [illegible] "Madam," said she, "I hope you will add that one of them was your husband." [illegible] and that though some of his ancestors had never been hanged, she had [illegible] relations.

[illegible] Lady, in whom you have not [illegible] when you called first to [illegible] The new friend [illegible] which is based on [illegible] from the office [illegible]

Top sails are considered by the greybeards of our seaports a novelty, and often causes death. It will not be long, if the applicant accumulation of our present plan keep up, to rank by what ways and means a top sail originally as pertaining the same the generation as a public.—[*Balize.*

CAROLINA WATCHMAN.

SALISBURY, N. C.

TUESDAY EVENING, FEB. 8, 1859.

Have we a Democratic Party Amongst Us?

What an absurd question! Have we a democratic party amongst us! Why, isn't the democratic party rampant and in power all over the country? Is not Judge ELLIS Governor of North Carolina, and has not that party a majority of over 40 in the Legislature? Don't they claim to be the only national party in existence and don't they claim to be a unit? Put such a question to our neighbor, the *Banner*, and it will laugh out right in your face. Put it to the *Standard*, and it would treat it with dignified contempt. Put it to the Winston *Sentinel*, and it would blow a loud and long blast of glorification over democracy. Put it to the Charlotte *Democrat*, and it would say hie ye, to the culverts, are we not in power? Glorious Democracy! What is it? Aye, *what* is it? Read the subjoined answer of the Washington *States*. It is also a democratic paper, right at Head Quarters, and may be presumed to know *what* democracy is, and where it is tending. Read:

HAVE WE A DEMOCRATIC PARTY AMONG US?

The doubt implied in the above interrogatory, however startling at first sight, appears anything but absurd on examination. Nay, at the hazard of contradicting the vulgar prejudice and shocking our own sense of security, we are obliged to announce the deliberate conclusion that there is now no Democratic party in existence. And we will venture the assertion, that the paradoxical opinion will be embraced by all observing and reflecting persons.

Of individual Democrats, dispersed over the country, each with his peculiar profession of faith and object of pursuit, there is unquestionably a very abundant supply. But they no more constitute a party in the philosophical and practical sense of the word, than a heap of unhewn and unadjusted stone constitutes a palace. For the realization of that idea, there is due subordination and fitness among the parts, and finally a complete unity of organization. We doubt if any one of these conditions can be predicated of the Democracy.

In the first place, will any man pretend to affirm that Democrats are agreed upon a basis of principle? In respect of which one among the political issues before the country is there so much even as an approach to unanimity in the "party." Not surely in regard to squatter sovereignty. The disagreement between the President and his Secretary of State on this subject, is the symbol of an equivalent difference among the Democracy. Not in regard to the Pacific railroad, for here again the chief of the administration is at points with his Secretary of War, and the class of strict construction Democrats dissent from the faith of their less scrupulous associates. Not in regard to federal appropriations for the improvement of rivers and harbors; since the division of the Cabinet on this issue is likewise responsive to a similar division among the mass of the Democracy. Nor yet is there anything like unanimity in the "party" in regard to that most important matter of all—the tariff question, in respect of which Mr. Buchanan affirms one belief, while Mr. Cobb, maintains directly the opposite.

We need not recapitulate all the points of divergent doctrines among the Democracy. It is sufficient to say that upon no single issue is there adequate agreement for a common basis of action.

In the matter of organization we discover an equal absence of concord and unity in the "party." We have a Lecompton and an Anti-Lecompton faction; there are the followers of Douglas and here the adherents of Buchanan; in short, as many as are the aspirants for the Presidency so many are the cliques among the Democracy.

Heretofore, the Administration has afforded a rallying point for the individuals of the "party," but, instead, it is become an original occasion of dispute and dissension. In these latter days, the recommendation of a Democratic Executive implies little more authority with a Democratic Representative than with a member of the Opposition.

In one particular the Democracy are thought to be very generally agreed in opinion and concurrent in action, and that is in the pursuit of the spoils. But even in this most important matter, they exhibit the same diversity of interest and policy observable in every other regard.—The course in the present Democratic Executive has been signalized by the indiscriminate ostracism of the surviving officeholders of its Democratic predecessor. And in respect of future promotion, the rival factions of the "party" are more intent each on the defeat of its rival, than on the overthrow of the common enemy. Unless these chronic dissentions be harmonized by the prevalence of moral fraternal counsels or suppressed by the pressure of an overshadowing peril, we are not warranted in anticipating the cordial co-operation of the various factions among the "party" in the struggle of 1860. Even the potent spell of the spoils will not now avail to subdue the demon of discord among the Democracy.

It is no absurd speculation, therefore, to inquire whether there be a Democratic party among us? In fact, on elaborate investigation, we are constrained to return a negative response to the question. There is no such unity as a Democratic party. Greater confusion of tongues and opposition of interests did not prevail among the children of men after their ambitious but abortive attempt in the plain of Shinah, than are [illegible] in the broken ranks and mutual anathemas of the once harmonious and triumphant Democracy.

It is time to arrest the progress of this deplorable farce. If the Democracy would maintain their ascendency, they have not a moment to lose from the work of repair and reorganization.

Henry Lee.—Dr. J. R. Troup, of Darien, Georgia, also was on board the ill-fated North Carolina at the time she was burned, accompanied by his two sisters, lost all their baggage and $2,000 in money.

NORTH CAROLINA RAIL ROAD.

We copy from the Fayetteville *Observer*, the following spirited review of Mr. C. F. Fisher's able Report on the N. C. Rail Road. The *Observer* hastens to lay before the public the cheering facts it gleans from this Report, and with pride and exultation, copies numerous extracts from it, as well in justification of the President, as in vindication of the value of the Road.

The subject of this Report came up in the Legislature a few days ago, and with one or two exceptions, the discussion exhibited very apparent confidence in the accuracy of the statements made by the President. Mr. CALDWELL, of Guilford, thought if the affairs of the Road were thoroughly examined, there would be some "dirt" found at the bottom. We hope no one will prevent such an investigation. It is due to all that it should be thorough. So far as Mr. Fisher is concerned, it is clear that *he* desires it, and we think it is due a faithful public officer that no reasonable ground of complaint should be left to those who still think there is something wrong.

The N. C. Railroad.—A Cheering Statement of its Operations and Prospects.—It is with pleasure as great as it was unexpected, that we have hastily conned a pamphlet of about 50 pages, just issued at Salisbury, containing a Report of the President and Directors of the N. C. Railroad to Gov. Ellis. It is dated as lately as the 20th inst., and presents to the Governor, "for the use of the General Assembly, an exhibit of the history, condition and affairs of the Corporation and the Road." And a highly encouraging exhibit it is, calculated to disperse, like mist before the sun, the erroneous views so generally entertained of the worthlessness of the stock held by the State and by individuals in this gigantic enterprise.

We need not follow the President and Directors in their minute statement; but our readers are entitled to a general statement of its results.

The road, which is 223 miles long, cost to build and stock it, $4,907,982 44—equal to $22,008 80 per mile, which considering that it is one of the very best roads in the United States, with rolling stock equal to any, and shops more extensive and perfect than any, is certainly a reasonable sum as compared with other roads in the country.

The work was commenced in the summer of 1851. The first train ran over the whole line in February 1856.

The State at first subscribed $2,000,000 and individuals $1,000,000. The State afterwards made a further subscription of $1,000,000 of "preferred stock," on which the interest is to be paid before any dividend is made on the other three millions. The stock in the company therefore consists of 400,000 shares, or $4,000,000.

But the road cost $907,982 44 beyond this sum. Whence was this excess derived? The State authorised the issue of 8 per cent. bonds for $350,000, (to meet which at maturity a Sinking Fund is provided,) and the Company received $30,742 87 from interest, premium, &c. In all $380,742 80 deducted from $907,982 44, leaves $527,239 57 to be raised, to which add $27,665 25 of unpaid subscriptions, makes an aggregate of $554,904 82. And now comes the fact which has both surprised and cheered us, viz: *that this large amount of more than half a million of dollars has been paid out of the net earnings of the road.* True, the Company has a floating debt of $177,043 39, but against this it has available means in cash, State bonds, &c., of $218,249 75, showing an additional sum of net earnings of $41,205 36; and an aggregate of *net earnings of* $596,110 18.

These net earnings for the 2d year's operations of the road, (to July 1850,) were $112,091 98; to July 1857, $182,924 63; to July 1858, $185,212 06; and for 6 months to January 1859, $112,544 98. Showing a regular and material increase every year. The above figures show, that if there had been no debt to pay off, the profits would have paid the State, up to the 1st inst., $210,000 on its million of preferred stock, and in 1856 *two* per cent. on the remaining three millions of stock in 1857, *three* per cent in 1858, *four* per cent., and in Jan'y 1859 a *semi annual* dividend of nearly *three* per cent. From all which it is manifest that, now that the debt is paid dividends may be expected regularly. Whilst individuals will probably receive 5 or 6 per cent., the State Sinking Fund will receive from this road at least $150,000 a year, a sum amply sufficient, with its other resources, to meet the State debt as it shall fall due.

Now when we reflect that the public has been led to suppose that the road was not paying expenses, that its stock was worthless, and that nobody could tell the condition of its finances, we think we may call upon the public to rejoice over this exhibit, the accuracy of which, the Reports says has been tested by the Officers and Directors of the Company, and may be easily tested by any one, for the accounts are kept in a plain and simple manner, every department distinct.

The earnings of the road, from all sources, from Sept. 1854 (the first cars run) to Jan'y 1859, (4½ years) have amounted to $1,190,262 58. The operating cost $596,050 15. This operating cost was 78 per cent. of the earnings for the first few months; then 47½ per cent.; then 45½; then 43; and for the last six months 44 per cent.; showing that the road is operated at very considerably below the usual per cent. of the earnings, and we are inclined to think below the proportion of any other road of which we have ever seen the results. Well may President Fisher say, after this exhibit,—

"No instance can be pointed out of a Road in better condition, and having better promise of a prosperous future within four years of completion, than the North Carolina Rail Road now has, and if the State and the Stockholders find nothing to approve in this, it would only show that still, as in the time past, differing from our neighbors, we yet, as a people, undervalue whatever is at home."

As to the shops, he clearly shows that they are at the right place for the benefit of the work, and that they are *the most profitable part of the Company's property*, as they certainly are indispensable to its convenient and safe operation.

The tone of the President's Report is in the most marked degree spirited; it is what is called spicy, cutting and slashing fore and aft at the grumblers, (among the stockholders,) who, not taking the pains to inform themselves of facts, have complained of many of the measures of the Board—the location and erection of the shops, the borrowing of $350,000 at 8 per cent interest, after they had utterly failed to get it on better terms, &c., &c., all the complaints growing out of and ending in the fact that dividends have not been paid. The following are samples of this tone, containing also interesting information:—

"Rail Road management consists of two branches:—The general policy as to freights, fares, property and mode of administration. 2. The administrative supervision, control and police.

"The first belongs to the Board of Directors to be determined and regulated. They must do so under the penalty of being denounced either for high rates, or for no dividends. These rocks approach too closely to sail between them—it is impossible. If the rates are too low to pay good dividends, the Board must answer for it:—if dividends are paid, clearly the money is taken from the people (who ought to receive the benefit of this public work) to go into the pockets of the capitalist. Is this just or truth? Let every man say. What then is the moral? Why, that Boards of Directory must see well what is alike just to the community and to the owner of shares, without over much care for applause or blame. Poor must be the fate of that public enterprise, whose policy fluctuates and vacillates at the noise of public clamor, chiefly made by those who have the least interest and the worst tempers."

"Rail Roads are as dangerous as magazines in war. Their weak, incompetent or rash management may scatter death and destruction along their line—witness the annals of appalling disasters. Yet men ignorantly talk of this management, as if it were a matter of mere dollars—complain of extravagant expenditure to make safe Roads, as if the question was of a highway for an ox wagon—clamor for low wages, as if good and competent and skilful men may be had for this most dangerous and wearing life, at the rates of common labor—abuse the building and maintenance of shops for repairs, as if the complex machinery of a Locomotive could be kept in order with a common blacksmith forge and fixtures. Wholly forgetting that upon the safety of the Road track depends the safety of the Train—(a truth so deplorably neglected on our American Roads)—forgetting that the living freight of human life following the engine is in the hands of the man who guides and controls this terrible power, and who constantly, in season and out of season, risks his own life in this perilous service, for the wages grudgingly allowed to him; and forgetting that a single piece of bad or defective work about engine or train, may cause a sudden destruction of the whole.

"This is truth little comprehended or thought of by those who talk of Rail Road management, as if they knew anything about it, and who consider but one point—the making of dividends. The penny wise advocates of cheap roads, half built—of low wages, for incompetent and unskilful men—of no expenditures to repair or shelter broken down engines.

"As opposed to such notions, I have made no concessions to them. My police of the Road has been according to strict discipline, by which alone can a Rail Road be safely and profitably managed. It has been my effort to finish the Road construction, so as to make it safe and permanent. To complete the Shops, so that they may be entirely available for all Repairs, and for all work of the Road. To secure for the Trains of all classes the services of men competent, faithful, sober, and skilful—to have any other kind at no price—and to pay to such just and good wages.

"For the question whether this management has resulted well or badly, there can be stated as follows: Up to the present date, no disaster has happened to any passenger train on the road, during my term of nearly four years;—and only twice in this time has any engine of a passenger train left the track, one from running over a horse at night, and once lately from some unknown cause, in neither case causing any injury to persons, and but small damage."

"It is an opinion existing generally, that the contractors on this work *made their stock clear.* This is founded in error—is an injurious impression, prejudicial to the men who did the work, and has led to a conclusion not warranted by any facts:—the belief that the State, in any works where she is a party, furnishes all the capital of construction. I undertake to say—from a knowledge of individual contractors—that there is a larger number whose stock cost them, in the working out, *above par*—than of those who made *fifty per cent.* of that stock clear, and if it was a fact than any have made their stock, or a part of it, as profit, on work done, this profit, so far, has not been of available value, but stands as an investment. The building of Rail Roads is attended with extraordinary hardship, risk and cost, and it is true, that no one man in four manages such work well.

"The only cause which has saved many contractors from losses on this Road, is to be found in the appreciated value of real estate, in consequence of its construction. There is in this some reason why Stockholders, as well as the State, should not be unreasonably clamorous for dividends or profit—because, the general influence of the work has made a sound prosperity to compensate for the interest on stock held. To landholders the appreciation of value has made a direct return. The State thus stands as the individual. Her prosperity is increased—her revenue is increased—and her character rises with both—*pari passu.* Upon the line of this Road, and within its influence, adjacent, the appreciation in real estate, since 1849, has been not less than *Ten Millions.*—Strike the Road from existence and before twelve months its value would fall more than Ten Millions.

"Such, and so great has been the effect of a Work habitually referred to by many persons as wholly unprofitable to the State. This is not very strange while coupling from those who benefit from it as to feel no direct benefit, and who enquire no farther than to ascertain that it has not paid dividends to the Treasury, and has cost more than its capital provided. But, it is not more strange, that people, who a few years ago, were almost without hope in trying to devise some scheme, to give them access to the markets of the world, and a means of passage abroad better than impassable roads—who would willingly have given a tithe of their revenue, if so only to be obtained, for securing this, now that they have it, are full of complaints at the lack of dividends, as if they had invested as capitalists—and are free in censure and condemnation of whatever, in their wisdom and large experience of Rail Road management, is discovered to be not judicious. The cost of this Road is a less cost, than that of any other Road elsewhere has been, for its Line. The whole Road, with all its appurtenances is good, as it is substantially and well finished, for permanency, for safety and for economy in operating."

Mr. Fisher closes his able defence of himself and the Road as follows:—

"All these facts have been shown in the Annual Reports of each year. If any are not informed, it is because they have neglected to read. We are not chargeable with their ignorance. The whole management of the Road has been condemned by those, and by others having their own objects of private interest, or of personal or partisan schemes to subserve. The censure and abuse of such is of no consequence, except so far as it deceives the honest.

"The facts appear to be:—That I have completed the Road construction, as fully perhaps as Rail Roads are usually completed:—have paid its liabilities out of the Road earnings:—have operated the Road at an average cost of less than 45 per cent. of the gross earnings:—have been so fortunate, under the merciful deliverance from disaster of a Higher Power, as to conduct its always dangerous transportation of life and property with extraordinary safety and security to both and can now surrender to the State her important work, (as I would be glad to do to-day,) in good order and condition, free of incumbrance, ready to make returns of profit, and with a clear future of prosperity.

"This, sir, is all I proposed to myself, when, under circumstances of urgency, I assumed the administration of this work—a charge not only wholly unsought by me, but most unwillingly undertaken.—Undertaken, because believing the progress of our system in the State would depend upon the success of this work, I did not feel authorised to refuse my services at the call of the State and the stockholders. I need not say to those who know best, that the charge has been one full of heavy responsibility, as well as of labor, and one most unprofitable to me."

For the Watchman.

MR. BROWN—We rejoice, as this whole region does, because of the passage of the Coalfield Railroad bill. Fayetteville has been the worst used town in the State. The Legislature ought long since to have given her aid, and even now, not enough has been done. We hope to see that good old town, where our fathers used to trade, restored to its original prosperity. C.

A Warning.—"The responsibility is on the Democratic party, and the best and safest way is 'to face the music' and meet the responsibility boldly and fully. 'A word to the wise is sufficient.'"

The foregoing is the closing sentence to an article in the last *Standard*, warning the majority party in the Legislature of the danger of their course on certain public measures of great importance. The *Standard* thinks it sees danger ahead of the party being defeated in 1860. So be it.

The Secretary of the Treasury, in a communication to the House of Representatives, on the 3rd inst., recommended the abolition of the franking privilege and an increase of letter postage to 5 cents.

The Missouri Legislature has under advisement a bill for the expulsion of free negroes from that State within a year, or the alternative of choosing masters and remaining slaves. Petitions are circulating requesting the Legislature to prohibit the introduction of any more slaves into the State. There is also a strong emancipation movement at work.

It is reported that there are two cargoes of slaves from Africa on the coast of Georgia, trying to effect a landing.

The new Board of Town Commissioners have granted the right of way to the Gas company to lay down their pipes through the streets. We learn that they also granted recommendations to some half dozen or more applicants for license to retail ardent spirits.

We are bound to the liquor traffic again, about as firmly as ever before. "*There's money in it,*" at least *two hundred and fifty per cent*—and we shall never lack for men hard enough to follow it, nor for fools enough to support the liquor dens. As fast as one crop of *sellers* die off, another crop takes the vacant places. There are a number of young men in our town now, frequenting the liquor shops, who look down with contempt on a few debased wrecks of humanity they meet there; but the time is not far off when there will be those who will look down on them. By the time the present corps of "hard cases" will all have gone to their graves, these nice young men will have become confirmed sots, and will imperceptibly fill the blanks around the doors of the doggeries. And so it goes on, from generation to generation.

From our Correspondent.

RALEIGH, Feb. 5.

The week past has had in its proceedings more matters of importance than any since the commencement of the session. In the Senate, the Deep River bill has been twice rejected, and so often reconsidered, and is still pending in that body. Mr. Bledsoe's bill for the Bank of North Carolina hopelessly killed; the bill to extend the charter of the Bank of the State, cut up and amended in every form and shape possible, and then Mr. Ransom's bill to create the Bank of North Carolina, pass substituted for it. The Bank of Salisbury and the Bank of Lexington, both passed their third readings. I am inclined to think the latter will "catch" its death in the House. In the House of Commons, the Revenue bill, the Fayetteville and Coals Fields Road and the Wilmington and Rutherford Road have all been passed; and the Western Extension bill rejected. The bill to create a Medical Board of Examiners has also passed, and bills to amend the charters of the Bank of Cape Fear and Bank of Wilmington.

The above are the measures of State importance, besides, there has been over two hundred local and private bills disposed of in the House. Those of interest to your section, which passed their third reading, are as follows:

A bill to establish Savings Banks in Raleigh and Hillsboro'. A bill to prevent the adulteration of liquors. A bill to prevent felling of timber in the South Fork of the Catawba. A resolution in favor of the late Sheriff of Wilkes. A bill to prevent the sale of intoxicating liquors within three miles of Davidson College and Chapel Hill. A bill to incorporate Jonesville Male and Female Academies. A bill to appoint a Special Magistrate in Salisbury. A resolution in favor of G. N. White. A bill to construct a road in Wilkes and Caldwell. A bill to amend the charter of the Town of Newton. A bill to incorporate York Collegiate Institute. A bill to change the time of holding the Supreme Court to second Monday in December.

A bill has been passed appropriating $25,000 per annum to the Lunatic Asylum, and $10,000 for a stone wall and other purposes.

On Thursday Mr. Simonton presented a memorial from certain citizens of Iredell for a road from Wilkesboro' to Statesville. [We regret to learn that this gentleman has been called home by sickness in his family. Few counties are better represented than Iredell, Messrs. Simonton and Gaither are not asleep, but they keep a sharp watch on all that is going on, and attend well to the interests of their constituents.]

Mr. Purdie introduced a bill to amend the charter of the North Carolina Railroad Company so as to have a new plan for sealing stock.

When the Wilmington and Rutherford Railroad was before the House, the chief point of debate was upon striking out the branching privilege. Mr. Fleming spoke several times, urging that the privilege for a branch from Lincolnton to Newton should be stricken out, but the amendment was rejected. The discriminations as to freights for a longer or shorter distance were stricken out. Yeas 74, nays 25.

The Western Extension was advocated by Messrs. T. R. Caldwell and Fagg, and opposed by Mr. Norwood. Mr. Norwood did not think it right to commence West of Morganton before Mr. Fisher's contract was complete on this side. There was no certainty that it would be completed in three or four years. On the motion to reconsider, Messrs. Morehead, Fleming, Tod R. Caldwell and others, spoke for the bill. The *Standard* of this city singles out a few and gives them all the credit, whereas three gentlemen he mentions, Messrs. Love, Bryson and Walker, did not open their mouths to speak on the bill. Mr. Walker is a Whig of the "true blue," but was elected in a county which has been slightly democratic, and no doubt "Billy" thought he would get him over to the enterprise by mentioning his name. Mr. W. is not to be caught by craft though. It is rather singular, too, that Messrs. Baird, Ripley and Byrd, three as efficient men, and sterling democrats as are in the Legislature, should be left out of the list of men to whom Western North Carolina is indebted, while Mr. Kilgore is so gloriously puffed, who has failed in every measure he has tried to get through the Legislature. But it is one principle of democracy to make great men out of little ones.

The Revenue bill comes up in the Senate on Monday. It passed the House by the following vote:

YEAS—Messrs. Badham, Barbee, Baxter, Bridgers, Bryan of Craven, Bryson, Bullock, Burke, Cosmer, Cox of Jones, Dancy, Dickson, Drake, Faison, Faribault, Fleming, *Foy*, Frim, Gardener, Gentry, Green of Franklin, Hall of Rowan, Hall of Warren, Hargrove, Harrington, Hill of Stokes, Higgins, Hutchins, Jones of Orange, Kirby, Lefler, Long, Love, Lyon, McKay, Mason, *Moores*, Morehead, *Norman*, Norwood, *Outlaw*, Ransom, Reagan, Reeves, Roney, Scales, Shaw, Sherrill, Speight, Stanford, Thompson, *Walker*, Wallace, Watson, Watson, Wilson, Williams—58.

NAYS—Messrs Baird, *Brummell*, Boyd, *Caldwell*, of R., *Caldwell*, of G., *Chambers*, *Clapp*, *Cox* of P., *Craven*, Dula, *Eller*, *Fagg*, *Fowler*, *Gaither* of D., *Gaither* of L., *Green* of C., *Henry*, *Lash*, Lewis, *McCotter*, *Martin*, *Morehead*, *Newby*, *Purdie*, Ripley, *Sanders*, *Simonton*, Simpson, Smallwood, *Smith*, *Sparrow*, *Spear*, Stephens, *Taylor*, Tomlinson, *Thornburg*, *Waddell*, *Walser*, Ward, *Windley*, *Woodfin*—42.

Mr. *Dockery* paired off with Mr. Hill of Halifax, and Mr. Pritchard paired off with Mr. Moore, of Chatham.

Whigs and Americans in *italics*.

The bill to amend the charter of the Cape Fear Bank, before its passage was amended so that the President nor any director can hold a similar office in any other Bank; also that all bills over $5 shall be the multiple of $10. The Senate sticks an amendment to almost every Bank bill that they shall forfeit charter for a suspension of 3 months. Every effort was made to defeat the bill to incorporate the State Medical Association, and create a Medical Board of Examiners, but the bill passed without amendment by a very handsome majority.

Mr. Gaither of Iredell, a day or two since, introduced a resolution to adjourn on the 19th. It was amended by inserting the 8th and laid on the table.

Among the ratified bills I do not see your bill to charter the Bank of Salisbury, though it has passed its 3d reading in both Houses. The first bill which passed since it did is among them. It is probable, however, that the passage of your Bank, does not assist any Democrat to get back here. The following are the ratified bills of interest to your readers:

A bill to authorize the construction of a toll bridge across the Yadkin at Jonesville.

A bill to authorise county court of Caldwell to sell town lots in Lenoir.

A bill to open the Yadkin rivers to the passage of fish.

The following bills are among those rejected:

A bill to exempt one negro from execution. A bill to consolidate the Western Extension, the N. C. Railroad and the Eastern Extension. A bill to establish fees of Clerks and Masters. A bill to prevent emancipation of slaves by will or testament. Upon this last Mr. Fleming spoke favorably, Messrs. Morehead, Outlaw and others against it.

A LOOKER ON.