

POLITICAL.

The Democratic State Convention of New Hampshire...

The Democratic State Convention of Kentucky will be held in Frankfort on the 8th of January.

The Democratic State Convention of Tennessee will be held on the 9th of March...

On the 5th of January a special election will be held in the Fourth Congressional District of New York...

On the 4th of January will be held in the Sixth Congressional District of Illinois...

A special election will be held in the same district for a member to the next Congress...

Hon. Paulus Powell, Representative in Congress from the sixth district of Virginia...

The St. Louis Republican contradicts the report that Senator Douglas is about to write a letter declining to be a candidate for the Presidency in 1860.

FIFTEEN HUNDRED DOLLARS IN FIFTEEN MINUTES.—The sum of fifteen hundred dollars was made a few days since at Lynchburg, Va.

We would respectfully call the reader's attention to the new advertisement of Messrs. SMITH & NEWSON.

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THE SALISBURY BANNER.

SALISBURY, N. C.

WEDNESDAY, JANUARY 5, 1860.

Job Printing at the Banner Office.

Having obtained the services of an experienced Job Printer, who is capable of promptly executing...

Council of State.

The following gentlemen were elected Council of State, on the 22d Dec. for the next two years:

- 1st. J. T. Granberry, 2d. J. A. Averett, 3d. J. D. Bridgers, 4th. J. A. Waugh, 5th. P. M. Powell, 6th. Wm. J. Yates, 7th. Dr. C. Mills.

The magnificent new brick Drugstore, built by Dr. C. A. Henderson, on Main street, opposite the Mansion House...

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USURY.

The propriety of altering the law, so as to make interest the subject of contract up to eight per cent, has been extensively discussed...

In South Carolina, and most of the States south of this—perhaps in all—legal interest is at a higher figure than six per cent.

But that it should ever be seriously advanced by intelligent gentlemen, that to increase the legal would diminish the actual rate of interest...

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Raleigh Register and Ex-Gov. Morehead on the Danville Connection.

In this family jar, which seems now to be waxing very warm, we can take no part. We should not allude to it, but for the fact, that it has grown up from a question which materially interests us in Western North Carolina...

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Correspondence of the Standard.

In accordance with a long established custom, the two branches of Congress have adjourned until the 25th of December...

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The North Carolina Rail Road.

We have received from the President of this Road the following communication for publication:

SALISBURY, December 28, 1859.

Dr. RAMSAY, Senator from Rowan and Davie:

Report of Senate proceedings on the Bill in relation to "Rail Road Boards of Directors" in this sentence in your remarks: "The prevalent opinion was—that the North Carolina Rail Road had been badly managed."

Nearly four years ago, the Administration of the State Work here referred to, was placed in my hands. It has not been my habit, during this time, to notice in any manner...

This charge which you have brought forward by a high body, being of a different character from such as are remarked above to be unworthy of notice, it is due to the Board of Directors, as well as to myself, and to the public, that it should be noticed.

You speak in your place of privilege with the accredited influence of a Senator, presumed to know, and entitled to respect. It is taken for granted that no honorable gentleman, occupying the very responsible position of a public representative, would knowingly lend his voice and influence in giving circulation to either personal or partisan misrepresentations...

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meets its current expenses by its earnings. Do you wonder why such statements are made, if not true? For a very simple reason, because it is so much easier to take or grant what is said by somebody, than to be the trouble of examining for the truth and aside from being deceived into error by designing falsehood of the kind, a majority of enquirers are like the hungry jayman who has no special desire to have the pie made to suit his own taste. Resolutions have been made but not read. The cry of dividends and taxation has confided an answer to facts, and the Road is condemned, and the management is denounced, and a verdict is recorded accordingly.

These things have given me concern I said—why? for reasons touching me personally? By no means. The time has not been when any motive or consideration has caused me to seek popularity or to desire office or honors—and although no man could expect to be repaid for laborious service to the State, in a responsible and dangerous position, by injustice and abuse, still, as never having undertaken this hard service for its probable rewards, I have given to these, good or bad, but little thought. My concern, sir, has been for other reasons, far more weighty. For beholding that spirit abroad, and potent to deceive honest, intelligent and honorable men; which would cause the land with a blight, to work out its corrupt ends of partisan agitation—and would mortally assail and misrepresent this public work, which has done more to give North Carolina her just character abroad—more to give her people life and hope and encouragement to energy—and more to bring into her borders the light of prosperity, after a long time of darkness, than all other causes—if thereby, in thus perverting truth, they could gratify partisan envy, sectional jealousy, and personal malignity.

I regret, sir, to have been obliged to trouble you, much less others, with this communication. It was due to justice, and I desire to express my great satisfaction at the excellent opportunity which is now afforded to me of making known to a Committee of the General Assembly an exhibit of this Road, and its affairs, from the beginning to the present. It is what I should most have desired to ask, and has been happily directed; and although it is no small labor to enter upon an investigation, running back for nearly nine years, it is worth the labor to have such a Report as will be above the questioning and doubts of those who have been misled by any statement which could be made from the Road.

As regards my administration of the Company, no man can say with truth that I have ever used for political purposes the power of this corporation—or that I have ever acquired concerning an employee beyond his character and fitness.

In any matter, touching my connection, in any manner, with the public works of the State, can be too full and explicit for my wishes. I shall take care that all such are made to include whatever has been imputed to me, and whether openly charged or not. I do not propose to allow any prejudice to result to the great cause of our State, through personal aims at me, or through covert partisan assaults.

I am not to be understood as charging you with these objects, in your remarks which have called forth this communication;—nor am I at all disposed to complain, but rather to thank you, since it has given me a warrant, which otherwise would have been wanting, to make this call upon you as the organ of less public concern. I make no question as to your motives—since it is of no consequence to me to enquire;—but of your charge—I consider myself warranted in expecting that you will be at some care to attend the Committee of enquiry. You are a Representative from the Line of the Road, and from your own District, having every facility to ascertain how this work has been "badly managed" as you say. I believe, therefore, every just man will think, after your public declaration, that it is due to the Senate—to the people you represent—to the State whose interests you are bound to take care of—and due in common justice, to the Administration of this Road—that you should distinctly specify for investigation, any charges you have to allege of mismanagement in this important State Work.

Respectfully yours, &c. CHAS. F. FISHER, Pres't.

SPEECH OF Hon. Thomas L. Clingman.

IN THE UNITED STATES SENATE, ON THE CLAYTON-BULWER TREATY.

MR. CLINGMAN. I offer the following resolutions: WHEREAS, The President in his message to Congress, of December 8, 1857, expressed himself in relation to the Clayton-Bulwer treaty, in the following language: "The fact is, that when two nations like Great Britain and the United States, mutually desirous as they are, and I trust ever to be, of maintaining the most friendly relations with each other, have unfortunately concluded a treaty which they understand in senses directly opposite, the wisest course is to abrogate such a treaty by mutual consent, and to commence anew. Had this been done promptly, all difficulties in Central America would most probably have been removed, and the satisfaction of both parties. The time spent in studying the meaning of the Clayton and Bulwer treaty would have been devoted to this praiseworthy purpose, and the task would have been the more easily accomplished because the interest of the two countries in Central America is identical, being confined to securing safe transit over all the routes across the isthmus."

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Table with 4 columns: Net Weight of Hogs, Gross weight, Net weight, and another column. Lists various hog weights and net weights.