

CHARLOTTE MARKET.

THURSDAY EVENING, Feb. 16, 1855.

COTTON.—Not much coming in; extremes range from 54 to 74, with an upward tendency.

CORN.—Bris, at 85 to 90; slight advance.

FLOUR.—Dull; from 74 to 84, a considerable decline.

MEAL.—85 a 90c., and wanted.

OATS.—Dull; large supply on hand—we quote at 40 cents.

NEW BACON.—Hog round, 74 a 8.

The Legislature

After a most protracted and laborious session of 3 months, will adjourn to-morrow. The county had its eye fixed with intense interest upon its action, and we believe that the most sanguine expectations have been realized. It was known early in the preceding Spring, that this Legislature would be crowded by applicants for charters, and that the internal improvement fever was at its height. After the election, and during the session, several of the warmest friends of a system of judicious expenditures for improvement, were alarmed, lest the pressure from without would drive the members to unreasonable lengths.

We think they have struck the happy medium, neither swayed by a niggardly parsimony or by a reckless profusion, but granting charters in most instances asked, and either assisting that Road which could be viewed as a State enterprise by an appropriation or by an endorsement of the bonds. Whatever complaint may have heretofore been made against the Representatives of the old State on account of their tardiness to enter, unprepared, upon a career of extravagant appropriations for improvement, experience has proved the wisdom of the policy—and now, the present Legislature, acting under the light shed upon the subject by all the experiments made in this country and in Europe, has, just at the right juncture, come forward, and by an exceedingly judicious liberality redeemed her from the reproach of the sluggish, and started her bounding onward to the development of her resources, and the fulfilment of her destiny. When our State is checked with a net-work of Railroads, more beautiful than the God-forged armour of Achilles, carrying her varied products to every mart in the world—when the tide of emigration, which has made desolate many a homestead, shall have ceased, and the talent and energy indigenous to our State, is employed in the cultivation and advancement of its native land—when peace and plenty, wealth, intelligence and prosperity shall pour their manifold blessings upon our favored region, the members of the present Legislature may view the happy prospect, and reflect, with feelings of patriotic emotion, that this can be traced to their actions in the session just closed.

Mackenzie's Avon Troupe.

This Company returned to us and opened again at the Court House on Monday night last, since when they have been drawing excellent houses, and delighting our citizens with amusing and instructive Plays and Farces. "The Maid of Croissey," "The Stranger," and "The Lady of Lyons," have been the leading pieces, followed by an excellent selection of Farces, such as "The Rough Diamond," "Mr. and Mrs. White," "The Soldier's Return," &c., besides which, the Dancing by Miss Katie Estelle, who has recovered from the effect of the accident which prevented her favoring us with her Dances when here before, has added much to the pleasure and interest of the entertainments. In the different pieces, the parts have been well sustained; Mackenzie's Stranger was really, in look and act, as perfect as any impersonation of the part we have ever seen. His rendering of the thrilling sentence, "There is another and a better world," was truly an embodiment of all the author meant. Miss Katie Estelle sustained the difficult part of Mrs. Haller in a style which stamped her as an actress of no ordinary merit—and many a stifled sob, and many a kerchief applied to "wipe away a tear," attested the effect her fine delineation of the part had upon the auditory. Our old friend, Colonel Tidmarsh, made his first appearance before his Charlotte friends this week as an actor, and although the Col. has been for some time off the stage, he enacted the "bluff old Damas," in the Lady of Lyons, and Francis, in The Stranger, in such a style as to betray the old stager at every step; he was of course warmly greeted by his numerous friends.

Scharf, as Peter, was, as usual, uncontrollably funny, and with his ludicrous positions, lugubrious face, and superior acting, was in truth "Peter." The other parts were well performed, and on Wednesday night The Stranger was loudly called for, and was re-produced the following night, with equal effect.

We must not forget to mention little Mary's Kitty Clover, in the excellent Farce of Mr. and Mrs. White—it was a perfect gem. This young lady is evidently destined to be a bright particular star in the theatrical firmament.

Mr. Hall, in many parts, is good, especially in old men, and is possessed of a gentlemanly style and bearing, which are always indispensable requisites to a good actor.

Miss Morton, with more animation, would do better; she dresses admirably, and is always much admired. They perform this evening, and again on to-morrow evening, which is positively the last appearance of the Troupe in Charlotte.

The Infant Drummer.

This youthful musical prodigy will be here to-night and give one of his best entertainments. He has been regarded wherever he has been as the "8th wonder" of the world, and our exchanges speak of his performances in most unmeasured terms of delight and amazement.

We learn from the Salisbury Whig that Maxwell Chambers, who died a few days since, bequeathed to Davidson College \$250,000.

Wilmington and Charlotte Railroad.

We received the information of the final passage of the bill chartering the Wilmington and Charlotte Road to-day, to accompany its announcement last week with any comments. Our members, and the friends of the project along the line, deserve great credit for their exertions, and their constituency may well feel proud of the achievement. When the question was sprung here last summer, it was regarded as almost next to impossible to force the charter through the Legislature. We rejoice that the effort has been successful, and fully believe that it will be built in the shortest time a Road of the same length ever was in the South.

The country through which it will run has been locked up for ages, and we are sure that it will not let this opportunity for its disenchantment escape. From Whitesville to Rutherfordton, the country seems divided by nature for this great artery of wealth to pour its treasures. With but a very small part, the road will pass through a country well timbered, compactly settled, and teeming with agricultural resources—a country filled with a population that know the advantages offered and will put forth every energy to accomplish its completion.

We hope that steps will be taken at an early day to organize the Company, and make preparations to break ground—every County will be envious of the honor of contributing the most to the enterprise. Let us strike while the iron is hot. We would like to see a Convention of the friends of the work assemble at some early day, at a central point from whence the excitement and enthusiasm may radiate. What say our Wadesboro' friends to holding a Convention in their beautiful town? Will not good come of this meeting together of friends, all zealous for the accomplishment of the same object?

This Road must, and will, be built. It is the only enterprise in the State that strikes a line from the mountains to the sea-board, and thus offers the straightest and most expeditious route for all the products of the upper country to reach a market. Nothing could be more advantageous to Wilmington—she must now become not only the largest and most prosperous market town in this State, but will be a powerful competitor to Charleston. We are glad to learn, from the Herald, that the depth of water now on the bar, is 15 feet, and that Pilots say that they can easily carry in or out a vessel drawing 14 1/2 feet;—and it is believed that constant deepening is going on, as the work of improvement at the mouth of the river progresses. Wilmington, then, will show her hand strong in this Road, for it is ever built, as built it will be, her prosperity is a settled fact. Our town too will be the centre as it were of improvements in the State. From this point Roads will then radiate in every direction—the choice of the markets of the world will be open to the produce shipper. But we know of no country that is so likely to be benefited, to such a degree, as that lying between the points named. There is a great body of land, now studded with the finest pine timber in the world; not to mention the immense distance that the ordinary products of the soil have to be hauled in waggons to market—thus consuming, in transportation, the farmer's whole profit.

We rejoice that this work is about to commence, and we hope it will be undertaken in the spirit that the magnitude of the interests involved require.

Members at Home.

We were glad to welcome home our friends Capt. John Walker of the Senate, and Wm. R. Myers, Esq. of the House of Commons, who arrived on Wednesday last, looking remarkably well.

It has been a tedious session, but through it all they were at their posts guarding the interests of the State and their immediate constituency. This is Mr. M.'s first session, and well has he realized the hopes his friends formed of his future usefulness and distinction. His course, this winter, meets the approval, not only of the party who sent him, but of the County and State.

The Merchant Mills of Leroy Springs is now completed and fully under way. It is really a grand enterprise, and reflects credit upon the liberal capitalist at whose expense it was erected, and the Machinist who executed the work and put the wheels in motion. All the latest inventions are used, and the whole Machinery is of the most approved and beautiful description and works to a charm.

Mr. Springs is either prepared to buy all the Wheat grown in this and the neighboring counties, or to grind it upon toll. He has in his employ one of the most skillful and experienced Millers in the United States. Mr. DAVID LINDSAY, formerly of Scotland, but lately of N. York, has had opportunities of perfecting himself in the art of preparing Wheat and then grinding it into Flour, rarely equalled. So accurately does he understand his business, that only a few bushels of Wheat was injured in getting ready five pair of Stones to make No. 1 Flour.

A number of persons, not only of the town, but visitors, have gone to examine the Machinery and are delighted with the symmetry, elegance and accuracy with which it performs. Not a jar is felt or a grating is heard, but all goes on as smooth and as sleek as oil. We have tried some of the Flour manufactured and think it equal to any we ever used.

The Rev. Drury Lacy, Pastor of the Presbyterian Church in Raleigh, has been elected President of Davidson College. The Raleigh Register says:

We do not know whether Dr. Lacy will accept the station thus tendered, but we do know that, in the event of his acceptance, he will carry to it the highest qualities of head, the noblest qualities of heart, and the finest scholastic attainments. The resignation of his Pastorship would be a great loss to the congregation whom he has served so many years.

THE SPANISH MISSION.—Hon. Jno. C. Breckenridge, lately appointed Minister to Spain, has declined the appointment, and the Hon. A. C. Dodge, of Iowa, has been appointed in his stead.

The Wilmington and Charlotte Railroad.

We have received (says the Wilmington Herald) the following letter from Col. Walter L. Steele, the Com. Gen. from Richmond, and on account of the interesting character of its contents, have taken the liberty of spreading it before our readers. Mr. Steele, it will be remembered, introduced in the House the bill for the charter of the above named Road, and was mainly instrumental in procuring its passage. The provision excluding the State from exercising a controlling influence in the affairs of the Company, we regard as an excellent one.

RALEIGH, Feb. 9, '55.

T. BURR, JR., Esq.: Inasmuch as a good deal of misapprehension seems to exist in relation to the provisions of the "Act to incorporate the Wilmington and Charlotte Rail Road Company," I have thought proper to give a synopsis of that part of the act which authorizes assistance on the part of the State. The act differs, in some respects from the printed bill.

When individuals or corporations subscribe five hundred thousand dollars the Company is then formed. The work is to be laid off into sections of twenty-five miles each, and is to be commenced at the Eastern end. Whenever the Company shall construct and put in operation, twenty-five miles of the road, and shall give to the State a mortgage on the real and personal estate of the Company, including all it may acquire until the whole road is completed, the Public Treasurer is required to endorse the Company to the amount of \$200,000. When the second section is completed, he is requested to endorse to the same amount, and so on, *toties quoties*, until the road is built to the town of Charlotte—except on the completion of the section next to the last, when he endorses to the amount of \$400,000, unless the last section is less than twenty-five miles and then a proportionate sum, preserving the ratio of \$8000 to the mile. The part of the road west of Charlotte will receive assistance to the amount of two thirds of the cost. Individuals control the Road entirely—the State having no director in it. General Alexander McRae, Alfred Smith, Thomas A. Norm-n, James P. Leak, Walter R. Leak, D. A. Covington and C. J. Fox, are the general Commissioners.

I confess that the charter is not quite as favorable as I should have been pleased to have had. It will do, however, and we ought not to complain. A more favorable one could not have been obtained. The very fact that we are not to be clogged with the State influence in the construction and arrangement of the road, is, of itself worth a great deal. No State director, unless he is a Stockholder, can feel the interest enough in a public work to cause him to devote much attention to its welfare. Private interest is worth, in the management of property, all the patriotism that was ever preached in 4th of July orations.

I am contented with the charter. Now, shall the road be built? Is it worth the struggle?—Will your people suffer the opportunity to pass unimproved, of having a direct communication with the West, of which they have been dreaming for years, and now, with effort can realize? Will the people along the line fail to obtain the means of selling their products to North Carolina merchants? These are questions which will be answered after a while. I shall ask them elsewhere with my tongue, and hope to hear a favorable answer from those at least among whom I live.

Very respectfully, WALTER L. STEELE.

Highly Important from Havana.

By the steamship Isabel, just arrived from Havana, at the port of Charleston, the papers of that city have been placed in possession of highly important news from Havana.

A friend, who came passenger on the Isabel, says the Courier, informs us that a plot had been formed to assassinate, at the Opera, the Captain General and other officials. The plot was to have been extinguished and the work of death commenced. A traitor, however, betrayed his comrades, and on the 8th inst., Don Ramon Pinto, an intimate friend of General Concha, and thirty-five influential citizens were arrested. On the following day forty others were arrested, among them it is said, the famous Marti, of the Opera House, and Echeverria, manager of the Railroad. The Governor of Matanzas and Senor Alameda, a rich and well known planter of Trinidad, have also, it is said, been imprisoned. Fears of invasion are entertained, and the Government is arming every one they can—even the galley slaves.

Later.

The steamer Empire City arrived at New Orleans, on the 13th, with Havana dates of the 10th. Her accounts fully confirm those brought by the Isabel at Charleston, relative to the troubles existing in Cuba.

Concha is fully posted up as to the designs of the Filibusters in the United States, and will give them a warm reception. The troops have orders to show no quarter.

Kinney is the nominal head of the Expedition, but Quitman and Henderson are the prime movers. The Pampero will carry a portion of the Expedition. Each soldier is promised seven hundred acres of land.

Any county that will persevere in sending to the Legislature, such liberal, intelligent, and gentlemanly representatives as Cumberland usually elects, certainly merits much at the hands of the ingenious from other portions of the State.—If our memory be correct, when the charter for the N. C. Rail Road was before the Legislature, when every thing was in doubt, and gloom, as to its success; and when all who voted for it were in danger of the political guillotine, Mr. Dobbin descended from the Speaker's Chair and with all the ability and eloquence he possessed, advocated this great State work, although it could not be of any direct benefit to Cumberland and Fayetteville.

And during the present Legislature, we have been gratified to observe the same patriotic devotion to the interest of the whole State, by Mr. Winslow, in the Senate, and Mr. Shepherd, in the Commons. And we hope before the adjournment of the Legislature, some measure will be consummated that will revive and enlarge the business of the ancient town of Fayetteville, and bring permanent wealth and general prosperity to the noble county of Cumberland.—*Greensboro Patriot.*

The name of the Wilmington and Raleigh Railroad Company has been changed to that of the Wilmington and Roanoke Railroad Company.

Maxwell Chambers, Esq., one of the wealthiest men in the State, died at Salisbury on the 7th inst., aged 75 years.

A man named Wheeler, at San Francisco, lately accomplished the feat of walking one hundred and one consecutive hours, without a moment's rest.

INFLUENCE OF NEWSPAPERS.—The Boston board of trade are endeavoring to extend the Western circulation of Boston newspapers, for the purpose of influencing trade in favor of that city.

From the Charleston Standard.

Internal Improvements of North Carolina.

The Legislature of North Carolina, now in session, will probably complete its labors on the 15th inst., and from our geographical and commercial relations to that State, it might be proper to examine its course of recent legislation, with a view to its ultimate effects upon our interests. It is a fact, to the perception of which we slowly come, but not the less a fact, that natural relations are greatly superseding the influence of mere political restrictions, and whatever may be the sentiment and temper of our sister State, there is, in truth, a sisterhood between us which must continue to assert its claims, and which establishes an identity of interest between us that legislation cannot ignore or contradict without a wrong, and which gives us therefore in the political action of that State, an interest scarcely less immediate than in the action of our own.

In the aspect of influence upon our mutual interests, the recent Legislature of North Carolina has been particularly important, and although the assembly has not yet adjourned, there are many measures of internal improvement already decided on, which indicate the policy of that State with sufficient certainty to render them the proper subject of remark.

The first to which we would refer is intended to secure the completion of the North Carolina Railroad, which, communicating with the Charlotte and South Carolina Railroad, extends by Salisbury and Greensboro to Raleigh, and thence to Goldsboro, in the Wilmington and Roanoke road, a distance of 220 miles. The road was originally chartered in 1848, with a capital of three millions dollars—two millions to be taken by the State, on condition that one million should be taken by private individuals. This capital was taken up and expended, and the road for the entire route, has been graded, eighty miles upon the Eastern and forty miles upon the Western terminus have been completed, and are now in active operation, but for the completion of the balance there was no provision. The capital already subscribed was insufficient, individual enterprise was not willing to increase it, and under these circumstances the old State has stepped forward with commendable magnanimity, and put her shoulder to the wheel on which it is to be rolled forward. She takes another million of dollars, with the condition only that it shall be preferred, and with this sum it is thought the completion of the road is placed beyond a question. So much of the road as has been completed is laid with the heaviest T iron; it passes through a high and cultivated country, it is beyond the contingencies of treble work, and will afford, when completed, a fine channel for the products of the region to Wilmington and Charleston, as the one or the other may exercise the most attractive influence.

Not to let the question rest, however, as a matter of competition between Charleston and Wilmington, the Legislature has granted the charter for another road from Goldsboro, at the eastern terminus of the North Carolina Railroad, to Beaufort, with the capital stock of one million and a half of dollars, with a provision in favor of its completion, to the effect that one-third of the stock being taken by individuals, the State will take the balance, and proceed at once to the work of its construction. Thus equipped and fortified against competition upon the eastern extremity of the State, a charter for a western extension is also given to the North Carolina road, commencing at the town of Salisbury, and extending to Asheville in the county of Buncombe. And to secure the completion of this road, the State not only contributes two thirds of the capital necessary, but also permits it to be taken in sections of twenty-five miles each, and so impressed is she with the importance of this branch, that these responsibilities have been assumed, in view of the possibility that the road may cost between seven and eight millions of dollars. This will complete the connection between the mountains and seaboard of that State, and comprehending the products of every variety of latitude found within her limits will pour them upon seaports which it is her purpose to build up.

Anticipating the possibility that even connections thus to be established, may still be insufficient to counteract the attractive influence of Charleston, upon the commerce of that State, there is a charter also granted for a road from Charlotte direct to Wilmington, and with an extension beyond Charlotte to Rutherfordton, in that State, skirting thus its southern border from the mountain again to the seaboard, and passing through the towns of Lincolnton, Charlotte, Monroe, Wadesboro, Rockingham, and Lumberton, to Wilmington. The charter of this road requires only that \$500,000 shall be subscribed and expended, and that twenty-five miles at the Eastern end shall be completed, when the State may be called upon to endorse the bonds of the Company to any extent that may be necessary to its final completion, which it is supposed may cost about two millions five hundred thousand dollars; and to make assurance doubly sure, a bill has passed the Senate and its second reading in the House, chartering a road from the town of Greensboro, by way of the coalfields, through the town of Fayetteville to Beaufort, called the Greensboro' and Beaufort Road. The State endorses the bonds of the company to the amount of \$10,000 per mile.

Our estimable neighbor, however, as well in what she has done as in what she has failed to do, has indicated, as much as possible, her determination to restrict within the limits of the State the benefits of all improvements, and accordingly, though a charter for a road connecting Greensboro' and Danville, in Virginia, and shortening thus the distance between Charlotte and the North, was proposed, it was not adopted.

A bill proposing to charter a road to connect the East Tennessee and Virginia Railroad with Greensboro', crossing the Watuga Gap, was introduced, but for the reason, doubtless, that it would encourage unbecomingly intercourse between the western counties and those outlets to other markets, it will not meet the approbation of the Legislature, at least during its present session.

A bill was also introduced, with the certainty of the same fate, to charter a road called the Deep River and Yadkin Road, to pass along the Northern border of the State.

Some little relaxation of this stringent feeling of reserve was indulged in the case of the French Broad road, extending from the Butt Mountain to the Point Rock, across the Western portions of the State. This road will connect Spartanburg, in this State, with Knoxville, in the State of Tennessee, and may be greatly serviceable to portions of this State solicitors for more direct intercourse with Tennessee, but it was at last determined that this should not be an expensive virtue, and the State has merely permitted its construction, without in any manner contributing to its charges.

Besides these, there are other measures of a local character which also cause a commendable spirit of improvement.

A bill was passed authorizing the State to endorse the bonds of the Deep River Navigation Company to the amount of \$300,000.

A bill was passed in both Houses to incorporate a Ship Canal Company, connecting the waters of the Albemarle and Pamlico Sounds with the Chesapeake Bay, the State endorsing the bonds of the Company to the amount of two hun-

drated thousand dollars. The object of this Canal is to accommodate a larger class of vessels than the Dismal Swamp Canal.

These measures are clearly evincive of two facts: first, that North Carolina is about to commence a grand system of improvement; and second, that it is her purpose to pursue a sectional and exclusive policy; and we regret that the better motive of the one should be clouded by the harsher features of the other. It is, however, of no serious importance. It is impossible for North Carolina to move without contributing in some degree to the improvement of all places with which she may be linked in commercial intercourse.—There are natural laws which transcend our efforts to restrict them, and with whatever view it may be that our estimable neighbor rouses herself to the exercise of all those natural powers with which a beneficent Providence has so liberally blessed her, it will be all the same, and a larger market, or a larger tributary, she must ever be to the markets here, with every effort she may make towards the development of her great resources.

The Permanency of the Farmer's Property.

The following remarks from Holcomb's Address before the Montgomery County Agricultural Society in Maryland, is designed to exhibit the superiority of the farmer's property, so far at least as its permanence is concerned, as compared with other kinds of investments:

"The value of a fund depends upon its perpetuity; the continuance of its existence. A man seeks to earn what will support and serve him and his posterity. He would desire to have the estate or property descend, as well as his name, to his lineage, to his children, grandchildren, and great grandchildren for generations. This is the object of his toil. What then is the safest fund in which to invest in this country? What is the only fund that experience of the last fifty years has shown, with very few exceptions, would not be quite unsafe as a provision for heirs? Suppose the most prudent man in the country, fifty years ago, had assumed a trust to him and his heirs of fifty thousand dollars, to be kept invested in stocks of any description for fifty years, the trustee and his heirs, at the expiration of the trust, to account for the fund. Can any one doubt that the chances are nine-tenths in a hundred that the fund would be lost, and the trustee and his family ruined? Or, if a like proposition was to be made to a responsible trustee now, with a handsome commission for the risk, a prudent man would probably decline the trust and avoid the responsibility. Yet many are willing to trust themselves, during their lifetime to manage this description of property for themselves, and they may, with good luck, be equal to the task. But the question still occurs, What is the probable duration of such a fund to families? What is the safety of the fund itself invested in the current stocks of the country, and next, what is the safety of so available, tangible, transmutable a fund in the hands of heirs? There are no statistics that I am aware of, showing the probable continuance of estates in land in families, and estates in personal property, such as stocks. But the remark of a gentleman connected with a large banking institution shows practically how it works. He observed that he had noticed that on their way no sooner left stock in the bank than the first thing he generally did was to sell and transfer it, and it was often the first notice they had of the decease of the former holder.

"Real estate—lands in preference—or a fund secured by real estate, is unquestionably not only the highest security, but in the hands of heirs it is the only one likely to serve a single generation. Hence the wisdom of the common law, that neither permits the guardian to sell the lands of his ward, or even the court, in its discretion, to grant the authority for their sale, but only upon good and sufficient grounds shown, as a necessity for raising a fund for the support and education of the ward. Even a Lord Chancellor can only touch so sacred a fund for those or similar reasons. And the common law is wise on this subject as most others. It is the experience and observation of mankind that such a fund is the safest, and hence the provision of the law.

"Those who acquire personal property then, acquire only what will last about a generation, longer or shorter; it perishes, it passes away, and is gone. There is undoubtedly more permanency in real estate. It is not so easily transferred; it is not so secretly transferred; the law has its ceremonies to be observed before it can be transferred, and often the consent of more than one person is necessary, and often, too, when all other guards fail, early memories will come in—memories of The orchard, the meadow, the deep-trampled wild wood, and every loved spot which our infancy knew, that will make even the prodigal pause before parting with his portion of his inheritance."

NEURALGIA.—Dr. Sanborn, of Andover, expresses the opinion that this distressing malady originates in the dental nerves in a great majority of cases. He says: "Scarcely a sound and healthy tooth, which have never given intimation of deflection, often contain in some secret recess a curious opening, through which external agents insidiously enter, and at first gradually wounding and irritating the delicate fibres, inflame ultimately the whole nervous system, and around those peculiarly excruciating flashes and paroxysms of agony which none but the victim of neuralgia can adequately describe."

D. K. McRAE, Esq.—The Fayetteville Observer of yesterday learns that a letter was received in that place on the day before, stating that the health of Mr. McRae, (American Consul at Paris) was improving, and that he was expected to resume the duties of his office in a few days.

ILLINOIS SENATORIAL ELECTION.—Lyman Trumbull has been elected to the U. S. Senate by the Legislature of Illinois, in the place of Senator Shields. The result was quite unexpected. Mr. Trumbull is the Representative elect from the eighth Congressional District.

Agricultural.

Having been honored in my absence from the last meeting of the Mecklenburg Agricultural Society, by the election to the Presidency of said Society, I therefore request the members to meet in Charlotte on Thursday, the 22d inst., at 11 o'clock. It is hoped and requested they will still further honor me by a full and punctual attendance on that day, at the house at the ringing of the bell. Shall it be any longer said of the time-honored county of old Mecklenburg, that they have attempted several times to get up an Agricultural Society, and always failed? I grow now. Let that be the main object that day, and punctually go into the meeting at the signal given. Those living in town, it is hoped, will also give their punctual attendance. If all will do so, and attend to it, the benefit to agricultural interests arising from it will be immense. Should the Society prosper and succeed, as I hope it will, none will be more gratified than him you thought proper to preside over you, and he will do all he can to promote its interests and prosperity. Other citizens are invited to come forward, enrol their names, and become members. A. SPRINGS, President.