

NORTH CAROLINA RAIL-ROAD COMPLETED.

It affords us gratification to be able to state that this great central work is completed, and that the cars now run daily from Charlotte to Goldsboro, a distance of 223 miles, leaving here at 5 o'clock in the afternoon and arriving at 6 o'clock in the evening. The first through trip of the passenger train was made on Thursday last, the last day of February. The freight trains are also going through. A schedule of the running of the mail and passenger trains will be found in our advertising columns. We have now a rail-road connection with Raleigh, Petersburg, Richmond, and with all the great cities of the North, on to the lines of Canada. We congratulate the numerous portion of the people of North Carolina, whose interests are greatly to be promoted by this great work, upon its successful completion. It has been finished in good time, and in a manner not inferior to the best and most substantial rail-roads in the United States. One of the great advantages of its final completion is already observable. Passengers from Charlotte and the South are now coming this route, on their way to Goldsboro and on the North, instead of following the old lines by the Wilmington and Manchester roads. On this subject, we invite attention to the following communications which we find in a late number of the Charleston Standard:

NEW ROUTE TO THE NORTH.

In another column, we have published a letter upon the subject of the Charleston and South Carolina Railroad, its profits and its prospects, and in that connection, have been further favored by Mr. T. J. Sumner, Engineer upon the North Carolina Central Railroad, with a few facts in connection with that enterprise, which give promise of the early achievement of results which are much to be desired.

The North Carolina Central Railroad, it will be remembered, commences at the northern terminus of the Charlotte and South Carolina Railroad, and extends on through Concord, Salisbury, Lexington, Jamestown, Greensboro, Graham, Hillsboro, to Raleigh. The whole route is through a tract of country, rich in scenery, abundantly populated, and teeming with productive energies. At Raleigh, there is an extension of the road to a connection with the Wilmington and Weldon Railroad at Goldsboro, and another extension to connect with the Petersburg and Weldon Railroad, upon the lower borders of Virginia. Beside this, at Greensboro, the distance is only forty miles to Danville, in Virginia, from which point a railroad is completed to Petersburg, giving a line almost entirely direct from Charlotte, North Carolina, to Petersburg and Richmond, and the interval between Greensboro and Danville is to be filled with lines of stages, which are to be the best that can be started, and which will accomplish the distance in about five hours, and thus save in the route between the South and North about one hundred miles.

This Central Railroad is now about completion. This work has been constructed in the best manner possible; the iron is all of the heaviest Train ever used in this country, the cross ties and other superstructure is of material carefully selected and the rolling stock has all been procured with the single object of having it as nearly perfect as possible. Such being the condition of the road, it will be seen that it presents an admirable opportunity of electing routes to the North. If there are reasons why it is not desirable to follow the old seaboard route, the tourist may take a turn among the hills and cultivated districts of the old North State, and with the view of facilitating their object, the schedules will be arranged to suit the connections North and South, and the time required to complete the distance from Kingsville in this State to the connection in Virginia will be, if possible, the very same required by the seaboard route.

The advantages to the travelling public, however, are not all that are to be considered in this connection. The completion of the North Carolina Road lays open to the markets of our city the products of a populous and eminently fertile district. It is a tract of country not particularly noted for its excellence in any particular staple, and the aggregate of its productions may not be so valuable in market as are those of our own cotton growing regions, but it is their greatest merits that will be varied, and are of exactly that character required by the commercial necessities of this particular place. Of cotton and rice, our receipts have been always greatly in excess of our requirements. Only a portion of our rice is sold for consumption in our market, and with respect to cotton we stand in no other relation than that of a great commercial depot, through which it passes to a market for consumption in other countries; but of the products of North Carolina, all will come to a market for consumption. Flour, corn, wheat, and other small grain will be consumed by the city and adjacent rice and cotton districts. Their printing paper will be used in our several offices, their cotton and woolen fabrics will clothe the laborers upon our plantations, their meat and farming products will supercede supplies which come from further north, and for all these they will purchase the commercial equivalents in our market.

As we have said upon a previous occasion, it is not between points upon the same parallel of latitude that Commercial interchange occurs, and this is so for the reason that in the same parallel of latitude, under ordinary circumstances, the same products are cultivated, but between different parallels of latitude, there is to advanced states of society, almost the necessity for Commercial intercourse. There is scarcely any one section of the world, that is competent to the supply of all the artificial wants of its inhabitants; for those that are not supplied, there must be a reference to others

differently situated; and North Carolina, in the difference of its latitude, and the greater difference in its products, than would be naturally indicated by its latitude, stands as a natural and necessary correlative of our State, and is the very region which, while it is the most accessible, and is now entirely open, is in fact, the very one which, of all others it is of the most importance to approach.

The stockholders of this road and the public will be interested to know that in ten days the North Carolina Central Road will be completed, giving to travellers choice of routes, going to or returning from the Northern Cities. The cost of fare will be no more than by Wilmington, and it is expected that the time will be the same. Schedules will be published as soon as the Central North Carolina Road is completed.

To all the hopes of increase of business from this locality, there is the discouragement which occurs from the construction of the South Carolina Railroad. This company is tasked to near its utmost capacity to afford transportation to the freight that is already offered at Columbia, and without a double track may find great difficulty in accommodating a large amount; but it is now in contemplation to build a double track from Beaufort to Charleston, which will offer great relief, and if that should be insufficient there will very possibly be an extension of the Cheraw and Darlington road to Salisbury or Concord, on the North Carolina Central; or if this should not be found desirable, there may be efforts made to open the Santee river again to navigation. Of the feasibility of such an undertaking we have little question. In the construction of steamboats adapted to the navigation of shallow streams there has of late been great improvement. They often exhibit a great capacity of freight upon from 20 to 30 inches of water. The time has never yet occurred, perhaps, when there has been less than four feet of water in the main channel of this river. The channel has been blocked up with accidental impediments, which, at low water, has obstructed navigation, but those, with suitable machinery, might easily be removed; less, perhaps, than one hundred thousand dollars would relieve the stream from every piece of timber which offers difficulty, and we believe that the exclusive right to the navigation of the river would be a sufficient consideration, for the employment of all the private capital that would be necessary to effect the object, and give to Columbia and Charleston another means of intercourse not less desirable, in many respects, than that which private capital has already provided by means of rails and locomotives.

Nor is this the matter of a vague conjecture. It may be doubted whether the Legislature can grant a charter for the exclusive navigation of the river to any private company, being navigable from the sea, by vessels of ten or more tons burthen; it may be doubted whether it may not be declared publici juris and open, therefore, notwithstanding the objection to the uses of the commercial world; but even without this there are men of capital who look to the navigation of this river with but slight improvement as a sphere for profitable investment; and when it is remembered that Greenville and Anderson, and Chester and Charlotte, and the central districts of North Carolina, and even tracts of country beyond the Blue Ridge, have now, or are about to have, a direct interest in facilitating intercourse between the Capital and metropolis of the State, it is hardly to be questioned but that sufficient interest will be furnished to carry every practicable improvement into effect.

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NORTH CAROLINA RAILROAD.

CHARLOTTE, N. C., Dec. 20, 1855. Charlotte and South Carolina Railroad—N. C. Central Railroad—Increase of Profits, Prospects, &c.

MESSRS EDITORS: In consideration of your solicitude to give expression to the progress and improvement to the country, I take the earliest opportunity of giving you some short account of the condition and prospects of the Charlotte and South Carolina Railroad, as they were exhibited at the last meeting of the stockholders.

The earnings of the road for eleven months, ending 1st December inst., \$248,408 85; estimate for Dec. 31, 591 15, making \$250,000 00 for the year; last year the total earnings was about \$210,000 00; increase \$40,000. The increase was about the same last year, and nearly all from freight.

The Board has declared a dividend of \$3 per share payable on first of January, 1856, from earnings of the last six months. The expenses of the road for the present year is about \$140,000; the dividend about \$92,000, including interest on bonds; the balance for purchase of engines, cars, buildings, and surplus for depreciations of property. Included in the current expenses is the relaying twenty miles of new track.

The completion of this road, while it will open up an access to us, will also open up the means of an approach to the North Atlantic ports, and many products will be carried off, but, as we have stated, to all the articles of commerce, there is a want here; to the extent of our ability to consume them, they will be sent to us, and will only go ahead when they are in excess of our necessity.

The connection will increase the travel over the Charlotte Railroad to a considerable extent, which together with increasing freights, will make the stock pay as well or better than any road in the State.

The capital, stock, and bonds of the Company are about \$1,500,000. The earnings this year \$280,000, and with increase from passengers and freight, we may estimate for next year \$320,000, with very little increase in expenses; this puts it beyond a doubt, a good dividend paying road.

The North Carolina Central Road is one of the best roads in the United States, and equipped in the very best style; the very best engines and first class passenger cars. They can travel at any rate of speed necessary, up to 40 miles per hour. The track is all newly laid, and laid with the heaviest rail, on heavy cross timbers, &c., &c.—This route will connect at Weldon.

VIRGINIA KNOW-NOTHINGISM.

A war of rival factions of this piteous organization, has been going on in the old Dominion for some weeks past. Mr. Botts and the anti-twelfth section-Philadelphia-platform wing, who desire to ignore the slavery question altogether, leading off on one side, and the Richmond Whig and the advocates of the slavery section of that platform filing off on the other! We have informed our readers that Mr. Botts had been nominated for the Presidency by the combined Councils of the City of Richmond, and that the Whig had pronounced this action of this Councils an unmitigated fraud upon the great majority of Know Nothing voters in that city and State. The Whig, therefore, appealed from the action of the Councils to the decision of the masses—and a Convention was accordingly called to test the sense of the Know Nothings upon this important point. That Convention has been held, and its proceedings are before us.

The Whig was right—Botts was floored—instead of "ignoring" slavery, the Convention "ignored" Botts! Botts was there in person—he offered a series of resolutions himself, and supported them in a characteristic speech, but it availed him nothing—the wire-pullers of the "combined Councils" were routed horse, foot and dragons.—Right in the teeth of the opposition of Botts and his supporters, the Convention adopted the following resolution:

Resolved, That this Council do hereby adopt the entire Platform adopted by the National American Council at Philadelphia, June 10th, 1855.

The effect of all this is, as is usually the case where Botts is in the melée, a beautiful "row in the camp." The Know-Nothing papers are hot and furious over the discussions in their ranks. Some are triumphant—a few mad as sore-headed bears over their discomfiture, and others dejected.—The Bedford (Va.) Sentinel, for example, a staunch Know-Nothing organ, attaches no sort of consequence to any resolutions or proceedings of Virginia Know-Nothings, and clearly foretells the wreck of "the American party of the Union" through the instrumentality of "a few impracticable politicians." The Sentinel of last week spoke gloomily as follows:

There are some other persons whom we should infinitely prefer to see placed in that high position (the Presidency) rather than John Minor Botts; but, at the same time, we will not conceal the fact that he would suit us much better than any Locofoco now living. Any resolutions passed by the American party in Virginia, are, to make the most of them, entirely harmless, and lengthy discussions on their part, rather than much time spent, and, as for the angry controversy and personal recrimination, they are simple absurdities. The Whig party of Virginia did the tallest kind of business in the way of bragging and passing resolutions, but alas! when the time for action came, "they were not there." So, we fear, it will be with the American party in the State. Just as long as the Tenth Legion retains its present locality, and the return of the school-master from abroad is delayed, just so long will Locofocoism be the majority party in our State. Let us dictate to the majority in other States, is sheer presumption, and the fact that we are unable to manage our party affairs successfully in the few counties in which we have the preponderance, affords the clearest prescriptive evidence that we have no business to attempt directing the affairs of those who have been successful in managing their own concerns. We have no disposition to see Virginia "a hewer of wood and drawer of water" for others, but we are equally unwilling to see a few impracticable politicians wreck the American party of the Union.

The Whig says: "In short, Botts and Botts' backers, and Botts' views, and Botts' aspirations were all 'floored,' and there they lie with back to the earth, until Botts' few friends shall trundle Botts' carcass into Botts' final resting place."

BRITISH VIEW OF THE CONTEST FOR SPEAKER.

FROM THE LONDON NEWS.

This obstinate contest is a good sign of the prosperous condition of the United States, both in their foreign and domestic relations. Did an enemy stand at their gates, were a commercial crisis impending, the election of Speaker would not be spun out to such a length. All other considerations would be flung to the winds in order that Congress might proceed without delay to concert measures for averting the danger. But the United States have peace within their borders and beyond them. With ample elbow-room in their extensive and thinly-populated territory, with an ample field of remunerative employment for a thousand times the capital and labor they can command, men have no temptation to civil broils; and, unless they force a quarrel on some foreign nation, no people or government have anything to gain by attacking them. The annual meetings of their Representatives are devoted to routine business, which might stand over for a year or two without seriously injuring them. They are the political locus-estaters of the modern world; they can afford to indulge in leisure and procrastination. Felices in bona sua morantur. The nations of the Old World have the wolf constantly at the door, and must dearly abide any moment of precious time they let slip.

The World Surrounded by the Stars and Stripes.—The American tonnage of this country now figures up 5,400,000 tons, and will make the very respectable fleet of 5,400 ships of 1,000 tons each. And if the tonnage of the fleet be figured out in Yankee clippers of 200 tons each, and be placed on the equatorial line round this globe, each skipper may speak the next in line, by raising his voice a little above the ordinary pitch on shipboard, round the whole circumference of the globe. War would be a terrible calamity to this immense fleet, and England would not fare better with her commercial marine of 5,200,000, but little less than our own.—(Providence Journal.)

LARGE TAXPAYERS.—A good deal of notoriety has been given to the fact that N. Longworth of Cincinnati, pays over \$21,000 of taxes annually. The St. Louis Republican states that the tax of James H. Lucas, Esq., of the banking house of Lucas & Simonds, for the year 1855 was \$25,430.

FROM CENTRAL AMERICA.

Gen. Walker has now a force of 850 men. Roman Rivat, son of the present President, had collected arms and ammunition for a new revolution, but Com. DeBisset, the officer appointed to escort Col. Wheeler, the United States Minister, from Grenada to Greytown, seized at Seraguin 24,000 cartridges, 13 kegs of powder, 720 musket balls, and 75 muskets, and threw the muskets overboard in presence of the British and American squadrons at San Juan. Gen. Walker, it is represented, has control of the entire country, and enjoys the almost entire confidence of the inhabitants of Nicaragua. His judicious regulations and laws, we are told, elicit the admiration of the whole community. The old Spanish laws are abolished, and American laws substituted. Colonel Kinney is said to be steadily and effectually colonizing his grant of land on the Mosquito Coast. Col. Wheeler, the United States Minister, declined an invitation to a public dinner tendered him by several United States citizens residing in Grenada, as a testimonial of approval of his course as Minister during the late times of excitement in Nicaragua.

THE ANTECEDENTS OF A MINISTER.

A short time often works great changes in individual history and station. Not many years since, says the Detroit Advertiser, a few young men left the Western States, Mexico, and among them was one Mr. Tindall, who had been a resident of Oxford, Oakland county, Michigan, where his relatives reside. On their way they fell in and became known to one Parker H. French, who joined them and created a very favorable impression in his own favor, by his affable manner and conviviality of disposition. They travelled along together, French gave a flourishing account of himself, his resources and prospects, and in the end persuaded his fellow travellers to loan him all their money, with which he bought mules to take out on speculation. He gave them his drafts on banking houses in Philadelphia and New York, but unable to keep his own counsel, told an intimate friend in confidence, that the drazees would have a good time getting their pay upon them. This put the emigrants on their guard, and having no other means to reimburse themselves of the money of which they had been swindled, they took possession of the mules. French left them, and they saw nothing more of him for several weeks, when one night when they were on their way from Vera Cruz to the city of Mexico, they were surprised and attacked by a band of Mexican rancheros, with French at the head. They escaped with their lives, but lost most of their property in mules and baggage. Tindall shot French twice in the body, and left him for dead, upon the ground, supposing that was the end of him. The next news he had of him, French was full Minister to the United States, from that independent government of Nicaragua. So goes the world!

HONORABLE MENTION OF THE SERVICES OF MAJ. HILL.

Mr. Editor:—I am astonished that South Carolina, so just a mother, and one so discriminating, should, in the bestowal of her rewards of valor entirely overlook one among the most meritorious of her sons. I allude to Major Hill—Harry, or D. H. Hill, formerly of York District, and a brother of the State Reporter, Wm. Hill.

He left Mt. Enon Academy, in Edgefield District, about the year 1833, and entered the West Point Military School, in which he held an honorable stand until he graduated. Thence he joined the regular army, and I believe was with it in all its early operations on the Rio Grande.

The first time I saw him after he left Mt. Enon, was at the storming of Contreras—and the flag that soon floated over the ramparts of the enemy, and soonest emerged from his fortifications in pursuit of a flying army, was a flag borne by the Company Lieut. Hill commanded, at the head and in front of which he bore himself continually, through the whole bloody day of the 20th August. His Regiment, the 3rd Artillery, I think, was of the storming party in Smith's (Twigg's) Division, and his command was the Color Company of the Regiment.

For his behavior on this occasion, at the recommendation of General Riley, under whose immediate eye he fought, he was brevetted Captain. He was afterwards second in command of Twigg's storming party at Chapultepec, and again so distinguished himself by courage and conduct, as to win the brevet of Major—and the higher distinction of the enthusiastic admiration of many of the best officers of the army. If I am correctly informed, Major Hill was in nearly every important or perilous engagement of the Mexican war, and made conspicuous the virtues of his professions, wherever he had an opportunity for their display.

At the close of the war, having been captured, not by an enemy, he resigned his commission in the army, with his laurels un tarnished, and became a Professor in Davidson College, N. C., which institution now enjoys the benefit of his genius and high attainments. The sword which flashed at Contreras and Chapultepec, it is true, now rests in the repose of peace, and time may wear its edge away; but it would be most appropriate for his native State to give him another. I know he would preserve that with filial care, and another war may summon to the field all the mettle and chivalry of the nation. Why should we forget, I will not say, "the noblest Roman of them all?"

AN OFFICER.

ANOTHER BLACK REPUBLICAN.—It is rumored that Faustin Solouque, the Black prince of Hayti, who, with his thirty thousand mighty and puissant blacks, were shockingly whipped by a handful of Dominicans, may come for an asylum to this country. We congratulate the Black Republic party upon so distinguished and important an accession to their strength.—(N. Y. Day Book.)

DEATH OF COMMODORE MORRIS.

It is with profound regret, says the National Intelligencer, that we have to announce the death of Commodore Charles Morris, senior retained officer of the United States Navy. He expired at half-past four o'clock yesterday afternoon, at his residence in Washington, of inflammation of the lungs, in the 72d year of his age. Commodore Morris entered the Navy in 1699, and was, in the year 1813, for gallant and distinguished services, promoted to the rank which he held at the time of his death. His eminent services and his high standing in the Navy are indelibly recorded in the history of his country, and are known to all. It may be added to his honor, on the unvarying testimony of his brother officers, and without disparagement to any of the gallant men who adorn the ranks of our Navy, that Commodore Morris, at the time of his death, was, in all the varied qualities which constitute excellence in his profession, the ablest naval commander in the world. Nothing ever turned him from the line of duty, and when, at the end of fifty-seven years, he reached the highest point of professional honor, he might truly have said, "I have gained the palm, but not without labor."

SENATOR TOOMBS IN BOSTON.

The Hon. Robert Toombs, of Georgia, agreeably to invitation, lectured on Wednesday night last, at Tremont Temple, Boston. He was introduced to the audience by the Hon. William Appleton, whose guest he was, and spoke at considerable length, giving his views on the subject of slavery, fairly and without equivocation; and while advancing no extreme opinions, taking the position that should be assumed by every Southerner. A few ill-mannered individuals attempted the fool's initiation of a useful denizen of the poultry yard, but the sounds were drowned by the hearty applause of the lecturer. Altogether the lecture appears to have been very well received considering the locality, and the extreme views generally held in that region upon the subject of the "peculiar institution."

FROM CALIFORNIA.

The following items of news we gather from the late arrivals from California: The total number of Lynch law executions in California during the year was forty-eight, of which nineteen were on charge of murder, twenty-five on charge of theft, one for rape, one for arson, and to Indians charged with being spies. There were nine executions, all for murder, according to statute law. In 1855 there were 538 homicides, with 138 were Indians, 32 Chinamen, 3 negroes, 81 Spaniards, and 276 other whites. Some additional—amounting to about 15 or 20, must be added to this calendar after the receipt of news from all parts of the State to the end of the year.

During 1855, there were 179 applications for the benefit of the insolvent act in San Francisco; and the applicants' liabilities at \$8,377,827—leaving a deficiency of \$6,856,652.

The gold exported during the year, as shown by the custom-house books, was \$45,122,631.

During the year there were 267 marriages in San Francisco, 72 applicants for divorce, and 41 divorces granted.

The loss by fire in the State during the year is estimated at \$2,062,599.

A difficulty occurred a few days since at Bidwell's Ranch, resulting in the death of five Indians and one white man. The Indians came into a store kept by Mr. Joseph Schaeffer, and asked for some flour, and demanded it without payment. Upon being refused they immediately shot him down and killed him. The white residents in the neighborhood gathered together and pursued the murderers and succeeded in killing five of them.

The exports of wheat during the past year has been quite large, equivalent to 155,596 barrels of flour. Australia and New York have furnished our principal markets for surplus breadstuffs. The total amount of wheat raised in this State during the past year is estimated as high as 2,325,444 bushels. A much larger amount will doubtless be produced this year.

RAILROADS IN CALIFORNIA.

The first railroad in California is in process of construction, and eighteen miles of track had been laid at the date of the last mail steamer's departure from San Francisco. The road is called the Sacramento valley.—Four miles of the track only are required to be laid to complete it to its temporary upper terminus. Several other lines to various places have been projected.

THE SEMINOLES TO BE REMOVED.

We are gratified to learn from the Florida and Journal, that the Secretary of War has issued instructions to Col. Munroe for the prompt removal of the Indians from Florida. Gov. Broome has been authorized to receive and tender to Col. Munroe, for immediate service, five companies of volunteers. Four, commanded by Messrs. Kendrick, Durrance, Sparkman, and Hooker, respectively, have already been received. Captain Johnson's company, of Sumpter county, we learn, had been received by Colonel Munroe, immediately upon the happening of the recent Indian outbreak. Gen. Davis and Gov. Broome deserve the highest commendation for their prompt action in the matter.

Communications.

For the Western Democrat.

DEAR JULIAN:

There has been a good deal of excitement here of late about the "Wet" and "Dry Ticket;" and, as you may conceive, the Wet carried the day; and such a row as was kicked up that night, can better be imagined than described. And what do you think they are up to now? Why, as in all weak cases, men look to weak sources, to turn their weak minds and direct their weaker hearts to some point of decision, so there is a paper in circulation, to be signed by all the sober women of the land, saying whether liquor shall be retailed or not.—Now, Julian, did you ever hear of such a thing in your born days? Why, do you think the voice of woman can have any weight to veto a vice universally practiced since Noah gathered in his first crop of grapes after the flood? If you do, your opinion of the sex is higher than mine.—Be it as it may, I will never put my name on the list; no, not even for your sake, Julian, dear to me as you are! What's the use? Man controls the world—not woman. And if we should, perchance, "get them in train," as Sam Slick was wont to do, they are just as sure to break loose again, as the sun rises but to disperse the pearly dew of morn. No! If man can't refrain from inebriation, woman can't sign him out of perdition, sign she ever so often.

Now, Julian, I tell you what I really think of this case: You gentlemen have a very high opinion of us; your respect and esteem are flattering; we have an influence which, if carried to a certain extent, is pleasing to you, and gratifying to us; but, here is the great point: to know when and where to stop. Beyond this point, we become obnoxious, you refractory. Now, a man's appetite is one of the few things respectively yours; you will gratify it in spite of our teeth; and why should we try to control yours, when we can hardly moderate our own? Let me tell you a secret; one that I would not acknowledge to every man: In my opinion there would be as much drinking on the Fair side of creation as on the Shanghai, if it were not for a certain spirit that outwigs the spirits.—We are too proud to mar the character which we inherit from the garden of Eden. Though some, I blush to say, have fallen from the pinnacle of chaste sobriety to the abyss of degradation, where flows the grim stream of "ginger-pop, champagne, and good old brandy," yet, as a general thing, we remain innocent; and that is more than you do. Now, Julian, if you would, when inclined to give way to this weak, degrading habit of drinking, pause for a moment, ere you taste the enticing fluid—pause, pause, and reflect upon—what shall I say? I will not direct you to heaven, no, you shall not think of holiness in such a profane home; neither shall the blossoms of earth cast their pure reprobation upon you—you know, by a son—think of your mother, a poor, old, feeble woman, who has a lover, remember the displeasure of her young love, she can do you lots of damage. But above all things look to your purse, this is the pre-eminent thought of the present day; to change your mind, instead of your money; and with a hope of sobriety in one man, I close till further news from the Wet and Dry ticket.

Your affec' cousin,

ESTELLE.

For the Democrat.

SCHOOLS AND SCHOOL TEACHERS.

In these days of moral-reform so called, improvement run mad, and pseudo-philanthropy, good and true men look with distrust upon whatever dogmatically pretends to interfere with the settled order of the social economy. This is well. To see whether a proposed scheme is really a radical "improvement"—to "try the spirits," is not only the right, but the duty of every freeman.

To start any new theory, to herald forth any great discovery, or to claim the praise of moving the public mind, is not the object of this article; but humbly to call back the attention of men to what is already known, but too often lost sight of; and, if possible, call forth the efforts of some pointed pen in favor of what underlies the whole structure of morals as well as freedom in a political point of view. It is from the conviction that something needs be done—that much must be done before common-school education can be anything more with us than a system of the most degrading empiricism on the part of the teacher—on that of the taught a demoralizing, demoting, and enfeebling process, that I presume to say anything. This sounds like an alarming knell to the hopes of those who think we are on the high-road to perfection. If such will show evidence to the contrary, I will then admit my error. But I would inquire, who are our common-school teachers? Are they not those, at least in a majority of cases, who have no other resource, nor fit for any other occupation?

And why, let me ask, are they such men? Is it not because their remuneration is just such as no other class of men will submit to? Now it is freely admitted that the teacher should not be a man who makes money his sole object (for he should have the spirit of his calling) yet he should be supported—supported in such manner as to feel that his labors are appreciated. When men feel the importance of education; when they learn to rely on themselves; when they are as careful with regard to the qualifications of their teachers, moral as well as literary, as they are about those of their blacksmiths, overseers, clerks, &c. &c., and will pay them as liberally and with as little delay as they do their tailors, tobacconists, and grog-venders, then we will have schools worthy the name. We sometimes hear men talking in high strains of the blessings of education; indeed, so popular has this become, in theory, that you seldom meet a man who will not, when it suits his purpose, decant for hours together of the mighty importance of this instrument of good. But can you believe that he is in earnest—that he feels what he says, while his theory and practice are as opposite as the poles?

"Oh! this is fine indeed," says one, "to throw all the blame on the people and none on the teachers!"

Admitted, friend, that your teachers are not what they should be—just because you would not have them any thing else than what they are.

But the man who presumes to take upon himself the office of instructor should feel that he has an awful responsibility resting upon him—having by his act of acceptance assumed ability, he is responsible for his whole duty—whether he is really able for it is another question.

If men felt the weight that this vocation throws upon them how few would teach! Not one who does not so feel is qualified! In the words of a chaste and eloquent writer, "The school is no place for a man without principle." I repeat, the school is no place for a man without principle. "Let such men," says he, "seek a livelihood anywhere else, or, failing to gain it by other means, let starvation seize the body, and send the soul back to its Maker as it is, rather than he should incur the fearful guilt of poisoning youthful minds, and dragging them down to his own pitiable level. If there can be one sin greater than another, on which heaven frowns with more awful displeasure, it is that of leading the young into principles of error and the spreading practices of vice."

"Oh, woe to those who trample on the mind. That deathless thing! They know not what they do, Nor what they deal with. Man, perchance, may bind The flower his step hath trodden; or light away The torch he quenches; or to music wind The lyre-strung from his touch that flows— But for the soul, oh, tremble and beware! To lay rude hands upon God's mysteries there!"

Many attribute the present deplorable condition of our schools to the working of our school-laws, and our legislation upon the subject. Now, while it is evident that evil has grown out of the bounty of the State, I think it could be shown that not the laws, but disregard for the laws—not its legitimate use, but its gross abuse has wrought what of evil is connected with it in any way. Too many people, make the State principal, and they become auxiliaries in the education of their children. They do not seek help from the State. They are the helpers. Others go farther and will do nothing themselves, not because they are not able, but the State's bounty is sufficient in their estimation. While others still pervert the law by diverting its benefit from the poor where it belongs, and appropriating it to the use of those who are able to school their children liberally without any aid.

This seems to me a question whether we will take this plank away from those who are able to swim on their own, and learn to rely upon their own resources? My object was to solicit, to the aid of the needy, the help of the mighty.

Is there not in old Mecklenburg one capable of making himself felt who is willing at least to glance at the subject and give his countrymen the benefit of such suggestions as he may think practicable? We shall see.

DOMINIE.

Steel Creek, January 21, 1856.

For the Western Democrat.

CHARLOTTE & S. C. RAIL-ROAD.

MR. EDITOR:—I know, sir, that you take a deep interest in whatever concerns the prosperity of this town; and are willing to contribute whatever you can to secure it. It is known to you that the Charlotte and South Carolina Rail Road has been the means of building us up, and to the judicious management of its affairs in future much depends. Charleston, for the present, is our market, and to reach it we must pass over this Road. How necessary then it is to effect such a direction of it as to insure a safe, speedy, and cheap transit over it. To do so, sir, we must have a thorough business man at the head of it—and it would greatly benefit us if he could be a citizen of this place.

I have been informed that Mr. Palmer has declined to be a candidate for re-election, and that the friends of the Road have spoken of William Johnston, Esq., as his successor. A gentleman better qualified for the post could not be selected, and we believe his election would be hailed with gratification by a very large majority of the North Carolina Stockholders, and by unanimity in the community. Mr. Johnston has been controlling a large amount of money for many years, and has established a reputation of a safe and expert financier. He is practical man, and has had large experience in similar situations. By his efforts he has greatly contributed to raise the stock in the Statesville Plank Road, and by his energy, tact, and knowledge of the value of work, will its President, pushed forward the enterprise to completion in so short a time and at so little cost, as to meet the thanks of all interested in it.

Mr. Johnston is a man of sound judgment, good common sense, and of high character, and with him as President this Road will receive the confidence of the whole community.

"The election comes off to-morrow, at Chester, and happy will it be for this town if his friends should be able to make him President."

A MERCHANT.

Last Notice.

PUBLIC NOTICE is hereby given, that all the Notes and Accounts of Spratt & Allison—Spratt, Daniel & Co., and Allison & Daniel, are referred to the undersigned, for the benefit of the creditors of said Firms respectively, and that they are in the hands of J. R. DANIEL, for immediate collection. Longer indulgence cannot be given, as the debts must be paid.

JOHN DANIEL.

J. R. DANIEL.

Dec. 25, 1855.—if

The "Whig" will please copy