

**MEMOIR OF COL. JOHN PHIFER.**—In another column we publish an interesting memoir of one of the signers of the Mecklenburg Declaration of Independence, copied from the University Magazine. It was written by Hon. D. M. Barringer, of this town.

¶ We have filled up the largest portion of our paper this week with advertisements, in order to allow the gentlemen engaged in the office an opportunity to spend the Christmas holidays in recreation. We preferred to do this than to omit a publication entirely.

¶ The Northern Express states that the Hon. Edward Stanly intends to return to this State to reside. It will be remembered that he moved to California some time since; but it seems he prefers to live in old North Carolina.

¶ James Banks, Esq., of Fayetteville, delivered a Lecture in Raleigh on Saturday evening the 19th, on the "Romance of Scottish History."

**MAN KILLED.**—A negro man was killed on the North Carolina Railroad on Christmas evening just before sunset, about three miles west of Raleigh. It is supposed that he was drunk and fell or lay down across the track and went to sleep. When the locomotive came within sight of the spot where he was lying, an old woman who was passing by was trying to drag him off the track. The Engineer seeing the woman (but not the negro) supposed that she was trying to help him, and he blew the whistle and neared the spot, she got out of the way, and then he saw the negro, but too late to stop. It is said that when within ten feet of him he raised his head. The whole train passed over him, severing him in two in the middle—the head and trunk falling on one side, the legs and feet on the other. He belonged to D. W. Courts, Esq., of Raleigh.

**THE CAPE FEAR AND DEEP RIVER IMPROVEMENT.**—Last week we alluded to this work, and intimated that it was impracticable. We did so because we saw a disposition on the part of the friends of the measure to conceal the difficulties that have and will attend the improvement. Also, we considered it unfair to depreciate other works for the sake of getting another appropriation for the River. Next week we shall lay a history of the matter before the public, by which it will be seen that in no instance have the estimated expenditures attending the work been correctly reported to the General Assembly. The first Engineer that was engaged on the work, Mr. Thompson, in his report, stated that \$185,000 would complete the improvement, which report was endorsed by Mr. Gwynn, the gentleman who has just been appointed to go and examine it and report upon its practicability. But as Mr. Gwynn and Mr. Thompson both missed the mark by several hundred thousand dollars, we would suggest that his (Gwynn's) opinion on the subject ought to be received with a great deal of caution by the Legislature. We respectfully ask the members of the General Assembly to examine our statement next week.

¶ We put the question to the editor of the Democrat, that if he was placed in the same situation with Mr. Rayner, would he do what he and his party charges Mr. Rayner with doing? But he lets this slip.—Charlotte Whig.

Certainly we will answer the Whig's question. We would not have acted as Mr. Rayner did—we should not have considered ourselves worthy of a residence in the South had we went North and advised a fusion—or "union" if you prefer the word—of Fillmore and Fremont men for the purpose of defeating Mr. Buchanan, a man who has been true to our rights. And we do not believe that there is another man in N. Carolina of the least prominence, besides Kenneth Rayner, who would think of doing as he did. If a democrat had went North and coaxed abolitionists and others to "fuse" in order to beat Fillmore, we certainly would have been found condemning him. Mr. Rayner has already discovered his error, and is trying to extricate himself. He may think the democratic press for opening his eyes; and we do not despair, yet, of assisting our neighbor in seeing the evil resulting from an attempt to sustain such a course as Mr. R. saw proper to adopt.

## CONGRESSIONAL.

**WASHINGTON, Dec. 23.**—The Senate, until adjournment, debated the bill to settle the claims of the widows and children of Revolutionary officers.

In the House, Mr. Letcher, from the Committee of Ways and Means, presented a minority report on the subject of the revision of the tariff.

The Indian, Pension, and West Point Appropriation bills were passed.

¶ It is said that the publishers of Dr. Kane's account of his explorations will pay him over on the 1st of January, fifty thousand dollars copy-right per centage on the work. Meanwhile the Dr. goes to Europe to die of Consumption brought on by his exposure in the frozen latitudes.

¶ It will be seen by advertisement that there will be a "Fantastical Parade" on the 1st inst. Boys there's fun brewing! Strike the hewg, wake the tomjowl! Let the loud hussy-fussy ring. Blow the bluejays like the hong-gong. Ringling dingle-ding fiddle-ding!

## THE DANVILLE CONNECTION.

We find a communication in the Lexington Flag offering several good reasons why the Legislature should charter the proposed Railroad from Greensboro' to Danville, Va. In advocating this scheme, we certainly are not liable to the suspicion of entertaining the least hostility to Eastern interests. On the other hand we are for benefiting and building up the East as much as any one; but at the same time we think the interests of the people in this part of the State should not be allowed to languish in consequence of any supposed or real probability that, by granting the charter asked for, Roads in other sections might be affected injuriously.

The writer in the Flag says:  
I observe that a bill has been introduced into the Legislature of our State to incorporate a Company to build a Railroad from Greensboro' to Danville.

This bill should be passed as a mere act of justice to the entire Western North Carolina, yet I understand the measure is violently opposed by a Raleigh and Wilmington influence. We of the West should like to know upon what reasons this opposition is founded. Nothing but a naked charter is asked. The State is not asked to take one dollar of stock, or endorse a bond, or give any aid whatever, except to grant a charter to the people of the West a right to build a road to improve their own condition.

Now, sir, if it is right to build Railroads in North Carolina by State aid, and to tax the whole State for this purpose, can it be wrong to grant to the people the privilege of building such roads as will best promote their own interests? They best know their wants and necessities in regard to trade and travel, and as the Legislature consults these, it thereby promotes the best interests of the State. The wealth of a State is composed of the aggregate wealth of its inhabitants, and as wise legislation develops the one it increases the other.

The time has come when the West should be allowed to have a proper voice in her wrongs. She has contributed in proportion to her means to build every Road that has ever given trade and travel to Raleigh and Wilmington, and never once entertained the idea of voting against Railroad charters for their benefit. Why, then, should they oppose granting charters to us if they are disposed to legislate fairly on the subject of Internal Improvements?

Now, sir, we desire to see Wilmington, Raleigh and every Eastern city flourish, and are willing to pay in proportion to our property to promote their interests; but they must concede to us our rights, and not extend this forcing system any farther, but by a direct tax on our full proportion, but do not, by partial legislation, destroy our energies and undermine our property by endeavoring to realize the schemes of mere speculators in great cities, which the next Century will never witness.

It is said if we make the Danville Connection, it will render valueless that portion of the N. C. R. Road east of Greensboro'. For argument's sake admit it. It is then to be kept up by forcing the trade and travel of the West over it at a sacrifice? Are we to be forced to trade and travel 80 miles further to get to a market, where it is not to our interest to trade merely to support a Road whose Eastern Stockholders are at war with our better interests—all for the benefit of Raleigh and Wilmington? Are we to pay annually thousands of dollars thus indirectly to support those who deny our mere right to build a Railroad? This demonstrates to the State the necessity of this connection.

Delucius appeals to our State pride, patriotism and commercial importance, and have been made to us to sacrifice our interests to build up local interests in the East. The West has voted money and charters lavishly, and when we ask a mere charter to increase the stock in the N. C. Road, in the Western extensions from Salisbury and Charlotte, we are coldly answered, no, you must go and build a road to Raleigh and Wilmington, or it will injure the N. C. R. Road. How ridiculous this to try to force trade and travel under the specious pretext of interests to the State and the N. C. R. Road.

Give us Charters to build roads to all markets, that our produce and travel may be as free as the water that runs in our rivers—the stimulating trade and commerce, increasing our Agriculture, Mechanical and Manufacturing resources, and developing our Coal Fields and Mineral wealth, and we will soon produce enough to regulate our own Exchanges without the aid of munificent cities that have to be built at our expense. The West will know its friends in the vote on the Danville Connection, and we wish to see the Records.

¶ We assure our neighbor, the Whig, that if recommending T. L. Clinegan's letter ("infamous letter" as the Whig styles it) subjects us to the supposition of possessing a deficiency of a valuable trait of character predominant with the "angels" the Whig loves so well to talk about, then are we liable to the suspicion. We know that that letter of Mr. Clinegan's has been a source of trouble and a cause of awakening the fears of many know-nothing submissionists in the South, but we can assure them that as long as they behave themselves they need not be uneasy. Our neighbor ought not to let the matter disturb him, for a "vigilance committee" should not touch him with a twenty-foot pole if we could help it. But "evil to him who evil thinks."

## THE LEGISLATURE.

On Saturday last, the bill to charter the "People's Bank of North Carolina," introduced by Mr. Caldwell of Guilford, passed its second reading in the Commons by a vote of 59 to 57. We have no idea, however, that this bill can become a law.

The bill to establish a new Judicial Circuit has been rejected by the Senate. Judging from present impressions, it is not probable that an additional circuit will be created.

On Monday last, Dan'l W. Courts, Esq., was re-elected State Treasurer by an almost unanimous vote. This is a deserved tribute to one of the ablest and most faithful officers the State has ever had.

## LATE FROM EUROPE.

**HALIFAX, Dec. 24.**—The steamer Canada with Liverpool dates to the 12th inst., is just in. Money market unchanged. Consols 94. Cotton firm—sales past five days, 41,000 bales.

The Paris Congress will shortly meet. The captain and 15 passengers of the ill-fated steamer Lyonnais, had arrived at Bordeaux in safety.

An unsuccessful attempt had been made to assassinate the King of Naples. One account of the affair says that while the troops were defiling a soldier rushed from the ranks and struck the King on the left side. He was arrested.

Father Matthew, the great temperance Reformer, died at Cork, Ireland, on the 9th inst.

## Bold Attempt of an Incendiary.

About 2 o'clock, on Saturday morning 19th inst., the watchman at the depot of the Charlotte and South Carolina Railroad, discovered that the inside of the room occupied as a bed-chamber by Mr. Sumner, the Superintendent, (situated at the west end of the passenger depot,) was on fire. Just before the discovery, the watchman was at or near the freight depot, and seeing a man at the passenger depot, with a lighted lantern in his hand, he made for the latter place, fearing all was not right, and on his approach the incendiary made his escape, the watchman pursuing him in the street, and discharging the contents of a double barrel gun at him without effect. The watchman then returned to the location of the fire, and with prompt assistance of the Master Mechanic, Mr. Anderson, (whose room is close by,) the flames were extinguished with but little damage to the building. The watchman says he is confident the incendiary was a white man, and his object in having a lighted lantern was no doubt for the purpose of inducing him to believe that he (the incendiary) was one of the officers of the company. It is hoped that the villain may yet be detected, and receive the punishment he so richly deserves. Mr. Sumner was absent from the city at the time of the occurrence. The watchman (whose name we did not learn) deserves great credit for his vigilance and promptness in the matter.—Columbia Chronicle.

**Meeting to Sympathize with Walker.**  
NEW YORK, Dec. 21.—The meeting to sympathize with Gen. Walker, last night was well attended, notwithstanding the storm. Speeches were made by Duff Green, Gen. Wheat, Gen. Green of Texas. Lecturers were read from Gen. Quinman and Senator Jones.

Resolutions were adopted promising material aid to Walker, calling on government to send National vessels to the coast of Central America and endorsing minister Wheeler. The sum of \$1,300 was subscribed.

Orders have been received by the Government officers here, to stop all shipments of arms and provisions to Walker.

**THE NORTH-EASTERN ROAD.**—A regular and systematic programme of business is now in operation upon the above named Road. The track is laid from the Northern bank of the Santee to the highland, where passengers, cotton, &c., are received, from whence they are conveyed by hand cars to the river and boated across, to connect with the train. So that the connection from this highland on the Williamsburg side of Santee with Charleston is direct and attended with but little delay. A bale of cotton arrives in Charleston the same day or the day after it is unloaded from the wagon in Williamsburg, and all up freight is delivered there the same day it is put into the depot of the road in Charleston.

**HOMICIDE.**—Mathew M. Sellers, who we mentioned as having been stabbed at Odom's sale, died in about three hours after receiving the wound. The knife entered the breast between the third and fourth ribs, and penetrated the aorta. The Coroner, J. C. Chapman, Esq., held an inquest over the body the next day, who reported that the said Mathew M. Sellers came to his death from a wound inflicted by a knife in the hands of Daniel Johnson, Johnson fled, and has not as yet been taken. A reward has been offered for his apprehension.—Cherokee Gazette.

**THE SUPREME COURT.**—Will commence its winter term in this City, on Thursday the 3rd day of December. Causes will be called as follows:

Jan. 1, those from the I Circuit.  
" 5, " " " II " "  
" 12, " " " III " "  
" 19, " " " IV " "  
" 26, " " " V " "  
Feb. 2, " " " VI and VII Circuits.—Raleigh Register.

**DEATH FROM HANDLING GUANO.**—A farmer, named Silas Gravel, died in Montgomery county, Pa., a few days since, in consequence of handling guano with his hands when there were some slight sores upon them. The guano penetrated the sores, and in a day or two after he experienced a sharp pain in one of his arms, which extended rapidly to the shoulder, and from thence to the body, growing more acute, and causing his whole system to become swollen. In this state he lingered in great agony for about a week, when death relieved him of his sufferings. This case, and others similar to it, which have been recorded, show farmers and others not to handle guano if they have even a scratch upon their hands.

**AID FOR WALKER.**—New York Dec. 25.—The steamer Tennessee left yesterday afternoon for Nicaragua. She carried 176 passengers, 250 barrels bread, and 5000 pounds bacon for Walker. Among the passengers were Col. Frank Anderson and Gen. Wheat, formerly of Louisiana.

**THE WHEAT CROP.**—Pennsylvania is our greatest wheat State, and estimated to raise this year 18,250,000 bushels; Ohio is next, raising 16,800,000; New York is next, raising 16,200,000; Illinois next, raising 14,600,000 Wisconsin, 14,000,000, and Virginia 12,500,000.

## A PLEASANT JAUNT OVER THE N. C. RAILROAD.

Correspondence of the Petersburg Express.

Near the Agricultural Farm, }  
Petersburg, Dec. 16. }

Mr. Editor: Having parted with you and numerous other friends, with whom I had spent several pleasant days in the great commercial emporium of the Empire State of the South, at Branchville, I was soon landed at Kingsville, the Southern terminus of the Wilmington and Manchester Railroad, where, again changing cars, I proceeded on to Columbia, the seat of government of South Carolina. Before arriving at the latter place the country changes, and instead of low, flat swamp and pine barrens, it is gently undulating and the soil is more productive. Here commences another railroad, known as the Columbia and Charlotte Railroad, terminating at the latter place, in Mecklenburg county, N. C. This road is nearly all in South Carolina, only about nine miles being in the Old North; still, its President is a North Carolinian, residing in Charlotte. I had the pleasure of forming his acquaintance, and found him to be an intelligent and polite gentleman, whose praise was in every one's mouth. He is devoted to the interests of the work over which he presides, and gives it his whole time, and is now actively employed in having relaid with heavy iron the track of his road—having secured the services of the indefatigable Rhodes, so long in the service of the Raleigh and Gaston, and more recently in the North Carolina Central Road. I had almost forgotten to tell you that his name is Johnson, and of the numerous family bearing that appellation, it has never been my fortune to meet with one whom I regard as his superior.

We arrived in Charlotte, N. C., the birth place of American Independence, about 4 P. M., and after securing lodgings at a first rate hotel, which everywhere abound within the limits of the Old North State; accompanied by several gentlemen of the place, who kindly volunteered to show us the sights among whom was our friend Parks, who had the honor of sitting as the Vice President of the State in the Commercial Convention at Savannah, and is also the Mayor of Charlotte, I sauntered forth in quest of adventure.

First, I was shown the spot upon which the old Court House formerly stood, under whose roof was first proclaimed the Mecklenburg Declaration of Independence, which preceded that of the United States by 45 days, being promulgated on the 20th May, 1776, signed by 25 of the patriot citizens of that county, whose names and characters deserve, and will receive throughout all time, the respect and veneration of every loyal son of North Carolina. Many of their descendants are still living in the State, and are among her most honored sons, of whom may be named the Hon. Wm. A. Graham. The 20th May is annually celebrated in North Carolina, and efforts are being made to erect a suitable monument upon the site of the old Court House, to hand down to posterity the memory of the event which there occurred. The language of this declaration is so similar to the one of the U. States that many persons suppose that Mr. Jefferson must have seen it, and adopted not only the sentiment but the language.

Proceeding farther, I was shown the site of Queen's College, not a vestige of which now remains; but in its place is a large private mansion, shaded by a grove of beautiful oaks, occupied until recently by a grandson of one of the immortal 25, whose house was the seat of refined and princely hospitality, which will long be remembered by those whose good fortune it was to enter its open doors.

It was in Charlotte that Gen. Gates' last order was issued as commander of the Southern army, when he was superseded by Gen. Greene. That order was dated 3rd December, 1780.

Here, also, is a Branch Mint of the U. States, erected during the administration of Gen. Jackson and Mr. Van Buren, of which Col. Wheeler was appointed first superintendent. It was here that he first made himself famous by the display of his exquisite taste and ingenuity in embellishing and adorning the mint, his palatial residence, which no doubt caused his merits to become more prominent, and ultimately made him an envoy extraordinary and minister plenipotentiary to Nicaragua, under the present administration. Proceeding farther, I was shown by the polite owner, Dr. Andrews, his valuable cabinet of minerals and fossils. It is the most extensive and valuable one in the South, and does great credit to its owner, who has been at great pains and expense in collecting the materials. I understand that Davidson College wishes to buy it, and I should suppose would not hesitate, as the price asked by the Dr. is, I think, hardly one-half its value.

The country around Charlotte is remarkably healthy and the lands rich, as indeed is the case with almost the whole country through which the Central Railroad runs. On the morning of the 13th inst., at 6 o'clock, having enjoyed a good night's rest, at the sound of the whistle I was again seated in one of the elegant coaches of the North Carolina Railroad of North Carolina, presided over at present by Mr. Fisher, and formerly by Governor Morehead. Mr. Fisher I had the pleasure of meeting at the new and commodious workshops of the Company, near Haw River, and in the short tarry near there, to change cars, (this being half way 105 miles from either end of the road.) I was politely shown by him over the establishment. It is upon a magnificent scale in every respect, and every thing is upon the best and most approved plan. His engines are the best I have ever seen upon any Road, and they are all kept in the very best order and look as bright as a new pin. His coaches are also of the very best, with seats equal to the softest couch. You missed a most exquisite pleasure in failing to come over this road, and I now predict that he who tries it once will do so again if opportunity offers. Bidding goodbye to Mr. President Fisher, I was soon at the dinner house, kept by Col. Trolinger of Alamance,

and a capital dinner it was. This house is in the county of Alamance, a new county formed out of parts of Orange and Guilford counties, and was the spot mostly inhabited by the Regulators prior to the Revolutionary war, and near its western border, was fought the sanguinary battle of Guilford Court House. Its county seat is Graham, named in honor of the Patriot of that name who was one of the signers of the Mecklenburg Declaration of Independence, and of his son, Ex-Governor Wm. A. Graham, who was a cabinet officer under the administration of Mr. Fillmore, than whom a purer and more honorable man never lived. We arrived at Raleigh about 5 o'clock P. M., having for twenty miles enjoyed a tete a tete, conversation, with Ex-Governor D. L. Swain, the President of the University of North Carolina. He is a gentleman of the old school, of most generous, noble and polite disposition, and a perfect encyclopedia of information. He is the best informed historian in the State, and as a Genealogist has not his equal in the world. He is acquainted with the history of nearly every family in the country, no matter how obscure. From Raleigh, in about 24 hours we were landed in Goldsboro' on the Wilmington and Weldon Railroad, where after partaking of a good supper at the excellent hotel of Mr. Gregory, we again took the cars and were soon in Weldon and thence by the Petersburg and Roanoke Railroad, were safely landed at home about 5 o'clock A. M., on Sunday morning the 4th inst.—In concluding this sketch of my trip, I cannot forbear to advise persons traveling South occasionally to take the cars of the Raleigh and Gaston Railroad at Weldon and thence over the North Carolina Central Railroad and the Charlotte and Columbia Railroad, which connects with the South Carolina Railroad at Kingsville. They pass over first-rate roads, in fine coaches, superior engines, controlled by polite and gentlemanly officers, with good eating houses along the line, and over as fine and picturesque a country as the sun ever shone upon.

Yours, &c., B., No. 101.

**NORTHERN ENTERPRISE COMING SOUTH.**—The Philadelphia North American says: We have heard, we know not how truly, that some of our Northern capitalists have organized a project for the improvement of the city of Norfolk, Va., which is of a comprehensive and enterprising character. It is proposed to make Norfolk the great city of the Southern seaboard, the centre of its trade, and the metropolitan point for whatever of commercial activity the South may contain. The numerous conventions held of late years at the South for the purpose of stimulating the growth of Southern trade, and the general commendation of all movements looking to that end which has been uttered by Southern Newspapers, legislatures, etc., has doubtless directed the enterprise and capital of the great and populous North to the matter as likely to prove a chance for profitable investment. Every avenue of business and speculation in the free States is now so filled, that the restless spirit of adventure cannot find development at home. Hence we should not wonder if this project were to prove a substantial one. That it is feasible no one can doubt, who regards the splendid commercial location of Norfolk.—Richmond Enquirer.

## STRUGGLES OF THE GREAT.

There is a milder and sencer form of poverty, the nurse of manly energy and heaven-climbing thoughts attended by love, and faith, and hope, around whose steps the mountain breezes blow, and from whose countenance all virtues gather strength. Look around you upon the distinguished men that in every department of life guide, and control the times, and what was their origin and early fortunes? Were they, as a general rule, rocked and dandled on the lap of wealth? No. Such men emerge from the homes of decent competence or struggling poverty. Necessity sharpens their faculties, privations and sacrifice brace their moral nature. They learn the great art of renunciation, and enjoy the happiness of having few wants.—They know nothing of indifference or satiety. There is not an idle fiber in their frames. They put the vigor of a resolute purpose into every act. The edge of their minds is always kept sharp. In the shock of life, men like these meet the softly nurtured darlings of prosperity, as the vessel of iron meets the vessel of porcelain. Lift your hearts above the region of wild hopes and cowardly fears. Put on that even temper of mind which shall be a shadow in success and a light in adversity. If wealth and distinction come, receive them in a thankful and moderate spirit; if they do not come, fill their places with better guests. Remember that all which truly exalts and ennobles a man is bound to him by ties as indissoluble as those which link the planets to the sun. Plant yourself upon God's immutable laws, and fortune and failure will be no more than vapors that curl and play far beneath your feet.

## WATCHES

OF ALL KINDS & QUALITIES. SOME VERY CHEAP. JEWELRY OF all kinds and NEW styles.

## CLOCKS

Of all kinds, for sale at very low prices. Of every description. Also, CASTORS AND CANDLESTICKS OF ALL KINDS.

Port Monies and Wallets, Ladies and gentlemen's.

POCKET KNIVES of all kinds & prices.

WALKING CANES, silver, ivory, and bone handles, also with crooks.

The above articles are offered low for cash. THO. TROTTER & SON, Charlotte, Dec. 20, 1856.

## MARRIED.

In Johnston county, on the 17th inst., Mr. Geo. W. Lawrence of Cumberland county, to Miss Mary E. W. Bizzell, daughter of S. Bizzell, Esq. On the 10th inst., Dr. A. J. K. Thomas of Iredell, to Miss Sallie A. Lorens of Catawba co.

Near Wadesboro, Dr. H. T. Howze to Miss Cornelia F. Marshall of Anson county. In Orange county, on 17th inst., Rev J. W. Montgomery of Yanceyville to Miss Annie J. Bingham.

## DIED.

In this town, on the 26th inst., of consumption, Miss B. H. Longmanned 29 years. In Salisbury, suddenly, on the 21st inst., Colonel George Weant, aged 47 years.

In Charlotte on 17th inst., (on her way to Florida to arrest the progress of consumption) Mrs Elizabeth P. Eccles, aged 56 years, relict of the late John D. Eccles of Fayetteville.

## Fantastical Parade.

The "RIP VAN WINKLES" will parade on Thursday, January 1st. Volunteers and equipments are solicited for the occasion. COMPANY.

## LAND FOR SALE.

The subscriber offers for sale one valuable Tract of Land, lying within one mile of Stateville, N. C., adjoining the lands of A. K. Simonton, P. H. Dalton and others, containing about

**230 Acres,** One hundred acres of which is well timbered. There is an excellent meadow, and a quantity of good upland in a high state of cultivation; there is also a good

## DWELLING HOUSE,

and all necessary out-buildings. For further particulars apply to A. W. Jamison of Stateville, or the subscriber at Oak Forest, N. C. J. R. B. ADAMS, Dec. 23, 1856. 25-31

## STABLES TO RENT.

I OFFER for Rent the Stables on the American Hotel Lots, excepting the Stables recently erected and now occupied by Dr. D. H. Robinson. RUFUS BARRINGER, Concord, N. C. Dec. 27, 1856. 26-31

## Notice.

I WILL expose to public sale to the highest bidder on Friday the 24 day of January, 1857, the following property, viz: The Red House and Lots attached; also, the Hunter Houses and Lots, together with other unimproved Lots. Terms of sale, negotiable paper payable at the Branch Bank of the State of N. C., at Charlotte. Sale will positively take place at the public square in Charlotte on the day set forth. Any person desirous of purchasing will do well to examine said property previous to sale. R. M. STERLING, Dec. 23, 1856. 25-31

## Notice.

I will sell at public auction on Wednesday the 24th day of January, 1857, at 10 o'clock, a LOT situated on the Bank Road, corner of Church and Ninth streets. JAMES BRIAN, Dec. 22, 1856. 25-31

## To Hire.

THE negroes belonging to J. B. & H. R. Lowrie, (minors,) will be hired for the next 12 months, on the first day of January, 1857, at the public square in the town of Charlotte, by P. J. LOWRIE, Guardian. Dec. 23, 1856. 25-31

## NEGRO HIRING.

**30 valuable Negroes to Hire.** On the first day of January, 1857, 8 VALUABLE GOLD MINERS, belonging to the heirs of John McLeary, dec'd, will be hired out.

H. B. WILLIAMS, Guardian. Dec. 23, 1856. 25-31

## Notice.

On Tuesday the 30th December, the Negroes will be hired and the Land Rented belonging to the Estate of Wm. Lee, dec'd, for the ensuing year. Also the

Saw mill will be Rented. J. W. BARNETT, Adm'r Dec. 23, 1856. 25-31

## REAL ESTATE FOR SALE.

I will sell, on Monday of January Court, the STORE-HOUSE and DWELLING attached, known as the J. K. Harrison property. Also, 4 Unimproved Lots in the Town of Charlotte, and

500 Acres of Land in Union County.

Terms made known on day of Sale. H. B. WILLIAMS, Trustee. Dec. 23, 1856. 25-31

## EXCHANGE & COLLECTION OFFICE,

CHARLOTTE, N. C.

Office Up Stairs in new Brick Building opposite Boone & Co's shoe store. Drafts on New York and Charleston, S. C. Gold and Silver, and uncurrent Bank Bills BOUGHT AND SOLD.

And special attention paid to the collection of claims by

JOHN McRORIE & CO., Dec. 23, 1856 5t Charlotte, N. C.

Whig copy 1m

## Notice.

Whereas George Wilson, a white indentured Apprentice to me, has absconded from my employ without my consent, this is therefore to notify the public against crediting him on my account as I will not be responsible for any debts he may contract. All persons are forewarned against employing or harboring him. Any one delivering him to me will be suitably rewarded. He is about 16 years old. CASPER HARGET. Dec. 23, 1856. It

## Annual Settlements.

Those indebted to this Office for subscription, advertising or job work, will find their accounts ready. A settlement is respectfully requested by the commencement of the New Year, or as soon thereafter as convenient. W. J. YATES

## Sale of Town Lots.

The most desirable in Charlotte. ON the 1st day of January, 1857, will be sold on the premises, the 3 Lots adjoining the Lot of Dr. J. M. Davidson, on Trade Street—a part of the Estate of J. L. Davidson, dec'd.—Terms made known on day of Sale. E. N. Y. HUTCHISON, Ag't. S. N. Y. HUTCHISON, Esq. Dec. 9, 1856. 22-31

## Sale of Negroes.

EIGHT LIKELY NEGROES FOR SALE at public outcry, on the 31st inst., at Snow's Factory, in Gaston County, by order of Court. JASPER STONE, Guardian. Dec. 23, 1856-2t

## VALUABLE HOTEL IN CHARLOTTE.

FOR SALE.

BY virtue of a Deed of Trust to me executed, I will offer at public sale, upon the premises, at 1 o'clock, P. M., on the 27th of January next, the building known as the Hotel known as the

## RAIL ROAD HOTEL,

situated contiguous to the depots of the Charlotte and South Carolina and the