The North Carolina Whig.

"Be true to God, to your Country, and to your Duty."

VOLUME 5. CHARLOTTE, N. C., JANUARY 6, 1857. NUMBER 45.

THOMAS J. HOLTON,
EDITOR & PROPRIETOR.

TERMS:

The North Carolina Whig will be afforded to subscribers at TWO DOLLARS in advance; TWO DOLLARS AND FIFTY CENTS if payment be delayed for three months; and THREE DOLLARS at the end of the year. No paper will be discontinued until all arrearages are paid, except at the option of the Editor.

Advertisements inserted at One Dollar per square (of 16 lines or less, this sized type) for the first insertion, and 25 cents for each continuance. Court advertisements and Sheriff's Sales charged 25 per cent. higher; and a deduction of 33⅓ per cent. will be made from the regular prices, for advertisers by the year. Advertisements inserted monthly or quarterly, at $1 per square for each time. Semi-monthly 75 cents per square for each time.

Postmasters are authorized to act as agents.

Union Line.

CHARLESTON TO CHERAW VIA GEORGETOWN.

STEAMERS MARION AND GOV. GRAHAM.

THE well known and Popular steamer Marion, Capt. Jno. Ferguson is now regularly engaged in the trade between Charleston, Georgetown, and Cheraw and is known as the most prompt and efficient Boat in the trade.

The Gov. Graham is a very light draught and well calculated for the River trade, and being now in the hands of an old and experienced commander, J. J. Relyea can be relied upon, to deliver freight without detention. The Gov. Graham will only run to Georgetown but will connect with the Marion in low stages of the River, thereby avoiding any detention from low water, both Boats being well provided with suitable lighters.

Consignments to the Agents in Charleston will be forwarded free of commissions.

CALDWELL & ROBINSON,
Agents at Charleston,
SHACKLEFORD & FRASER
Agents at Georgetown,
DAN'L A. HORN,
Agents at Cheraw.

Dec 27 1856 41-6m

Encourage Home Industry!

HAVING PURCHASED the CONCORD FACTORY, I am prepared to fill all orders for

YARN,

Dandegs,	*Threshing Ropes,*
Sheetings,	*Bed Cords,*
Shirtings,	*Well Ropes.*
Grain Bagging,	*Carpet Chain,*
Heavy Drilling,	*Wrapping Twine.*

I am making an article of Cloth for the purpose of **Shipping Flour**, Wheat and Corn. Farmers as Produce buyers will find it to their advantage to use it. All orders from a distance will be attended with promptness.

J. McDONALD.

Concord, Oct. 28, 1856. 36tf

SASH, DOOR & BLIND FACTORY,
CHARLOTTE, N. C.

HAVING associated ourselves together for the purpose of carrying on the

CARPENTER AND JOINER'S BUSINESS

in all its branches, we take this method of informing the public that we are at all times ready to furnish Lumber at short notice, in a superior manner, all kinds of Lumber ripped and jointed to order, and Sash and Blind machines are in constant operation, which turn off Sash and Blinds in the most approved style. A supply of Sash of ordinary sizes kept constantly on hand at reasonable prices.

☞ Orders from a distance for Sash or Blinds or any work in our line will be promptly attended to.

We have on hand and expect to keep a supply of the best Lumber the country affords.

Our machine shop is on College street, East of the Methodist Church, where one of us can be seen at any time.

House building in the latest styles of work particularly attended to. We would invite the attention of the citizens of Charlotte to the advantages we have of doing work with dispatch our motto is, "By industry we thrive."

RUDISILL & WHISNANT.

May 27, 1856. 44tf

☞ Thankful for the patronage so liberally bestowed upon me by the citizens of Charlotte and the surrounding country heretofore, I ask a continuance of the same, feeling assured that no pains will be spared to merit.

JONAS RUDISILL

Notice.

PERSONS Owing accounts at the Charlotte Book Store, for the year 1855, must call and settle the first opportunity.

LOWRIE & ENNISS.

April 8, 1856. 7tf

New Establishment.

THE undersigned having established himself permanently in Charlotte, intends carrying on the following branches of business, viz:

Silver Plating, Gun and Locksmithing, Bell Hanging; Silver, Brass and all kinds of Metal Work repaired; Compositions Mill Picks and Boxes of the most durable kind made, and warranted to be superior to any other kind for Mill and Factory purposes.

All of the above branches I warrant to turn out in a workmanlike style.

Those living at a distance that wish to have their work done I will give particular attention to dispatching as soon as possible.

Persons at a distance wishing Guns altered from flint to percussion or otherwise repaired, except rifling, will have them repaired and returned on the shortest time possible.

I could give any number of reference as to workmanship but I deem it unnecessary as I will leave the work to speak for itself. So send on your work as soon as possible all.

☞ JOBBING will be cash.

Please give a call at my shop, opposite the Presbyterian Church.

JOHN M. MASON.

Charlotte March 18, 1856. 41tf

Last Notice

PUBLIC NOTICE is hereby given, that all the Notes and Accounts of SPRATT & ALLISON—SPRATT, DANIEL & Co., and ALLISON & DANIEL, are transferred 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 ALLISON,
J. R. DANIEL.

Dec 31, 1855. 46tf

Blank Attachments for sale at this Office.

COLUMBIA FOUDNRY AND MACHINE SHOP.

JOHN ALEXANDER & CO. take this method for returning thanks to their Friends and Patrons for past encouragement and solicit a continuance of their favors. The Establishment is well known as formerly occupied by Mr. G. W. Wright, and the present proprietors are well prepared to furnish CASTINGS of all kinds on the most reasonable terms. They also undertake to furnish all descriptions of Machinery for Steam Mills, &c. Gin Gearing, Sawdust Burners, &c., of various sizes always on hand.

N. B. All orders will be promptly executed.

Columbia, S. C., Oct. 21, 1856. 447

Fair Notice.

THE Copartnership of MOORE & BYERLY has this day expired. All those indebted to the firm and wishing to save cost, are requested to come forward immediately and make settlement, as the Business of the firm must and shall be settled in a few days.

MOORE & BYERLY.

July 31, 1856. 24tf

Notice.

THE subscriber informs his friends and the public generally, that he will continue the

Tinning Business

at the old stand, where all orders for work will be punctually attended to.

R. W. MOORE.

Aug. 1, 1856. 25tf

MANSION HOUSE,

SALISBURY, N. C.

THIS Establishment is conveniently situated to the New Court House and Rail Road Depot and every effort will be made by the proprietor to make all that may call on him comfortable while they stay.

☞ Remember the nearest Hotel to the Depot and Court House.

W. B. GRANT.

June 3, 1856. 15tf

Notice.

THE CHARLOTTE MUTUAL INSURANCE COMPANY continues to take risks against loss by Fire on Houses, Goods, Produce, &c., at usual rates.

☞ Office in Brawley's Building, upstairs.

DIRECTORS:

M. B. TAYLOR, *President.*
S. P. ALEXANDER, *Vice President.*
J. A. YOUNG,
J. H. WHITE,
J. H. CARSON, } *Executive Committee.*
C. OVERMAN,
A. C. STEELE,
J. H. WILSON, *Attorney.*
E. NYE HUTCHISON, *Secretary.*

Aug 12, 1856. 25tf

Read This and Take Notice!

I, AS SURVIVING PARTNER of SPRINGS & WEDDINGTON, have license to close the business of said firm. I therefore notify persons indebted, either by Note or Book Account, made at Clear Creek or Rocky River Store, that longer indulgence will not be given. As the largest number of said Notes and Accounts have now stood long unsettled, the shortest and quickest course will be pursued for their collection. Call at the Grocery Store of Spring & McLeod's, Charlotte, or at the Store in Rocky River, where the business will be continued, and settle the same forthwith.

LEROY SPRINGS,
Surviving Partner.

Charlotte, Aug 19 1856. 29tf

Notice.

IN CONSEQUENCE of having lost by the fire which occurred in this place, on the morning of the 27th of May last, various Notes and claims against numerous persons in this and adjoining counties—which notes and claims, being the property of A. C. Steele, A. Bethune & Co., and others, which were placed in my hands for collection: All persons, therefore, against whom any of such claims are still standing unsettled, are hereby duly notified, that unless they appear immediately and close up the same, by note or cash, I shall be compelled to file, forthwith, Bills in Equity, thereby subjecting such persons to additional and unnecessary costs.

S. W. DAVIS.

Charlotte, June 17, 1856. tf

Ho! for Kansas!

ROBERT SHAW takes this opportunity of informing the public generally, and all who intend going to Kansas in particular, that he intends to continue the

SADDLE & HARNESS BUSINESS,

at the old stand, in Springs' Corner Building, where he intends to keep constantly on hand a supply of

SADDLES, HARNESS, BRIDLES, &C., OF EVERY DESCRIPTION.

His friends are respectfully invited to call and supply themselves, as every article in his line will be affected on the most reasonable terms.

REPAIRING done at the shortest notice and in a workmanlike and dispatch

February 19, 1855. tf

A. F. BREVARD,

ATTORNEY & COUNSELLOR AT LAW,

CONCORD, (CABARRUS CO.,) N. C.,

WILL attend to business committed to his care in Cabarrus and the adjoining counties.

February 5, 1856. 36tf

PROFESSIONAL CARD.

DR. B. M. COBB

WILL be pleased to receive Professional Call, in the departments of MEDICINE and SURGERY. Unless professionally absent, he may be found at his residence, Fort Mill Depot, York District S. C.

Feb. 12, 1856. tf

Mattresses

READY-MADE, of Shucks or Springs. Persons wishing different sizes and styles, will please call.

☞ All ORDERS promptly filled.

T. M. FARROW.

April 15, 1856. 9tf

Cards and Bonds for sale at this Office.

River Land for Sale.

I WILL sell at private sale, my Land, situated in Iredell county, adjoining Robt. I. McDowell, J. R. Rankin and others, lying on the Catawba river, containing 130 acres—60 acres of which is under a high state of cultivation—40 acres bottom Land.

WM. A. LEMLY.

Oct. 7, 1856. 33tf

25,600 PAIRS OF BOOTS & SHOES.

BOONE & CO.,
CHARLOTTE, N. C.

CATALOGUE OF GOODS AND PRICES:

Heavy double sole Brogans, domestic manufacture, all numbers over 6, at	$1 50
" oak sole Brogans, northern manufacture, a good article,	1 50
" nailed sole Brogans, for miners and railroad, good,	1 50
" double sole, round seam Brogans,	1 40
" single sole riveted Brogans, a good article,	1 35
" single sole riveted Brogans, a shade lighter,	1 25
" single sole not riveted, Brogans, a shade lighter,	1 15
" single sole Brogans, inferior stock,	1 00
Mens' kip Brogans, a g'd article No. 1, (Webs')	$1 50
" " " " No. 2, J. F. D.,	1 35
" " " " No. 3,	1 25
" lined and bound kip Brogans,	1 25 to 1 50
" " " calf "	1 75 to 2 00
" " " Oxford calf,	1 75 to 2 00
Gents' calf Congress Gaiters, p'g,	2 25 to 2 75
" cloth " pat. tip "	2 50 to 3 50
" fine calf sewed Shoes,	2 50 to 3 00
" " pat " " Oxfords,	3 00 to 3 50
Mens' fine kip sewed, (Planters)	1 75 to 2 00
Gents' fine patent leather Gaiters,	4 00 to 5 00
" " D. S. Quilt'd Boots and st'ch'd, extra	9 00
" " Quilted Boots, stitched, extra,	8 50
" " " " No. 1,	7 00
" heavy calf, D. S, sewed, Planters' Boots, very cheap,	5 00
" " calf, D. S. peg and cork Boots,	5 00
" " fine calf, cork sole, and mounted with copper nails,	7 00
" fine calf, pp. " "	5 00
" heavy D. S. calf, plain bottom,	4 00
" " " kip, " "	4 00
" " " " plain and heavy welts,	2 50 to 3 00
" " Hungarian, common,	2 00
Ditchers' and Miners' Boots,	2 50 to 4 00

BOYS' DEPARTMENT.

Boys' fine Cong. Gaiters, pat. tip and fox'd,	2 00 to 2 50
" " Calf Shoes,	1 25 to 1 50
" " Kip Brogans, good,	1 25
" " " " " No. 2,	1 00 to 1 12
" heavy Brogans, D. S., good article,	1 25
" " " from mountain to port,	75 to 1 00
Youths' calf and kip Brogans,	75 to 88
" extra heavy and good,	1 00 to 1 25
" thick " "	75 to 87
" " light and common,	50 to 62

LADIES' DEPARTMENT.

Ladies' fine Congress Gaiters, double soles and faced, for winter, with heels,	2 00
" fine Congress Gaiters, thin soles, with heels,	2 00
" fine " " " without tips,	2 00 to 2 50
" fine " " " 2 00 to 2 50	
" fine French kid side lace Gaiters,	2 50
" fine side faced, thick and thin soles, silk,	1 50 to 2 00
" fine to common " "	1 25 to 1 50
" fine goat Bootees, best article, flannel lined, for winter,	1 75
" fine goat Bootees, best article, twilled lined,	1 50
" fine goat Bootees, No. 2, twilled lined,	1 25
" fine Morocco and kid Boots,	1 50 to 1 75
" fine pat. leather and fancy top,	1 25 to 1 50
" fine leather Bootees, a very fair shoe,	1 00
" fine kip and calf, a very good shoe,	1 25
" fine Dutch Boots, all kip,	1 50
" fine Congress enameled & kid Gaiters,	1 50
" fine patent leather and enamel,	1 12 to 1 25
Misses' Shoes and Gaiters, all grades, prices varying from	75 to 1 25
Children's Shoes,	25 to 88

OVER SHOES AND RUBBERS.

Gents' Buffalo overshoes, for winter,	$2 00
" high cut Rubbers and overshoes,	1 00
" Rubber Sandals, one and two straps,	1 00
Ladies' Buffalo Overshoes	2 00
" Cloth "	1 50
" Rubber Boots,	1 00
" " Huskins and Overshoes,	75
" " Sandals,	75
Misses' Overshoes,	50 to 75

DOMESTIC MANUFACTURE.

Shop made Boots and Shoes constantly on hand and made to order at short notice, from the best imported stock.

Gents' fine pp. Boots, warranted,	$8 00
" D. sole, broad bottoms, Dutch edge,	8 50
" " " " Dutch edge, footed on old legs, to order,	6 00
Pp. Footed on old legs, to order,	5 00
Gents' fine calf Shoes, to order,	3 00 to 3 00
" heavy kip sewed Shoes,	1 75 to 2 50
Ladies' fine calf Shoes and Boots,	1 75 to 2 00
" heavy kip " "	1 50

☞ Goods of our own manufacture are all warranted not to rip.

Prices by this Catalogue are for cash only, as the goods could not be sold at the very low figure mentioned than for cash.

The above comprises but a small portion of our stock, as it is impossible to enumerate every article in an advertisement, so that it may be understood without seeing the goods.

Cash Prices of Belts per running foot.

3 inch Bands	$ 20	8 inch Bands	$ 60
3½ " "	24	8½ " "	64
4 " "	28	9 " "	68
4½ " "	32	9½ " "	72
5 " "	36	10 " "	76
5½ " "	40	10½ " "	80
6 " "	44	11 " "	86
6½ " "	48	11½ " "	91
7 " "	52	12 " "	96
7½ " "	56		

LEATHER BELTING.

The public may depend on getting the best article that can be had, they will run straight, be of their width, and run flat to the pulley. These bands are made of the best oak tanned leather, and the *solid part* only used. These joints are put together with water-proof cement, which allows them to be used in damp places, without any effect upon the joints. The best of copper rivets used. An assortment generally on hand, and all kinds made to order.

—ALSO—

Machine Belt Clasps,

for connecting Belts or Bands together, to run on Machinery.

This clasp is made of plates of metal, flattened on the inside, making both sharp enough to press into the Belt and hold it, without cutting into and impairing its strength, as is the case with making holes to lace through, or otherwise. It is, when applied to the Belt, confined together by means of screws, (made for the purpose,) so as to hold on to every particle of the Belt, thereby retaining its whole strength. An assortment always on hand.

Also, superior *LACE LEATHER* on hand, and *COPPER RIVETS* with Burrs.

Sole and Upper LEATHER of every description constantly on hand, at low prices.

☞ Cash paid for Green or Dry HIDES, or taken in exchange for Boots and Shoes, at Cash prices.

BOONE & CO.

Charlotte, Oct. 14, 1856. tf

A beautiful Country Residence, FOR SALE.

I NOW offer for sale, my former Residence, 5 miles North of Charlotte, with 165 acres of land. Any person wishing to make a permanent settlement, can have an opportunity of purchasing other lands adjoining, and I also have a valuable tract within ½ of a mile. I offer for sale, also, a valuable tract of fine timbered land, on the C. & T. P. Road, 5 miles from Charlotte. Any person or persons wishing to purchase, can write to me at Davidson College and I will meet them on the premises at any time they may wish.

JAS. P. HENDERSON.

Davidson College Dec 8, 1856. 44

Dissolution.

THE Copartnership heretofore existing between Taylor & Allison will be dissolved on the first of January 1857, and all persons indebted to the firm may expect to make settlement. The notes and accounts will be in the hands of one of the firm and have to be settled.

SAM'L. TAYLOR.
T. C. ALLISON.

Being desirous of quitting the Brick Business we offer for sale four Brick Machines with the Engine and all the shafting that belongs to it in good running condition. Any one wishing to establish a yard can see the Machines and also the brick that has been made by them.

TAYLOR & ALLISON.

Dec. 2, 1856. 46tf

STATE OF NORTH-CAROLINA,
MECKLENBURG COUNTY.

Court of Pleas and Quarter Sessions, October Term, 1856.

John Allison and J. R. Daniel, vs. James D. Whitis. } Original Attachment.

IT appearing to the satisfaction of the Court, that the defendant is not an inhabitant of this State, but resides beyond the limits of the same. *It is therefore Ordered by the Court*, That publication be made for six weeks in the North Carolina Whig, a newspaper printed in the town of Charlotte, notifying the said defendant to be and appear at the next term of our said court, to be held for the county of Mecklenburg, at the court house in Charlotte, on the 4th Monday in January next, then and there to plead, answer or demur, or judgment pro confesso will be taken against him.

Witness, W. K. Reid, clerk of our said court, at office, the 4th Monday in October, 1856, and in the 81st year of American Independence.

W. K. REID, C. C. C.

Printer's fee $6. *Dec 9, 1856.* 447

STATE OF NORTH-CAROLINA,
MECKLENBURG COUNTY.

Court of Pleas and Quarter Sessions, October Term, 1856.

Edwin Pemberton vs. J. Lacey Davis. } Original Attachment.

IT appearing to the satisfaction of the court, that the defendant is not an inhabitant of this State, but resides beyond the limits of the same. *It is therefore Ordered by the court*, That publication be made for six weeks in the North Carolina Whig, a newspaper printed in the town of Charlotte, notifying the said defendant to be and appear at the next term of our said court, to be held for the county of Mecklenburg, at the court house in Charlotte, on the 4th Monday in January next, then and there to plead, answer or demur, or judgment pro confesso will be taken against him.

Witness, W. K. Reid, clerk of our said court, at office, the 4th Monday in October, 1856, and in the 81st year of American Independence.

W. K. REID, C. C. C.

Printer's fee $6. *Dec 9, 1856.* 447

TO LEAVE CHARLESTON, S. C. EVERY FRIDAY, AT 9 O'CLOCK, A. M., FROM BROWN & CO'S WHARF.

Inland Route for Pilatka, Fla.,

Via Beaufort and Helena Road, S. C., Savannah, Darien, Brunswick and St. Mary's Ga., Fernandina, Jacksonville and Tocoi, Florida, and all intermediate Landings.

THE new and superior Steamer EVERGLADE, L. M. Cheatham, Commander, R. H. Stewart, Master, I. F. Rose, Purser, will commence her regular trips, as above, early in December. The "Everglade" has been built under the special superintendence of her officers, expressly for this route, having elegant, roomy and improved passenger accommodations. Liberal deductions from the customary rates for transportation of Negroes and Plantation supplies, will be made to Emigrants.

Connections will be made at the above places with conveyances, thence into the interior.

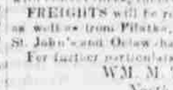
FREIGHTS will be reshipped from this place, as well as from Pilatka, to points beyond on the St. John's and Ocklawaha Rivers, without charge.

For further particulars enquire to

WM. M. TUNNO, AGENT,
North Commercial Wharf.

Nov. 18, 1856. 445

EBENEZER ACADEMY.



THE TRUSTEES of the Ebenezer Academy—situated at Ebenezerville, York District, S. C., three miles from Rock Hill Depot, Charlotte and South Carolina Rail Road—announce to the public that the exercises will be resumed on the 26 MONDAY IN JANUARY NEXT, under the care of JOHN R. SHURLEY. Mr. Shurley's known reputation as a teacher, precludes the necessity of our saying anything as to his qualifications.

The Academy will be furnished with a Philosophical and Chemical Apparatus, Globes, Maps and Charts, and every convenience necessary to aid in imparting thorough course of instruction.

Our Academy being located in a beautiful and healthy section of country, where there are few temptations to vice and extravagance, we intend to spend neither pains nor expense, to make it worthy of patronage. Students will be prepared either for College or the common business of life.

Terms of Tuition per Session of Five Months:

Languages and Mathematics,	$17 50
Philosophy, History, &c.,	12 50
English Grammar and Geography,	9 00
Reading, Writing and Arithmetic,	6 00

Students will be received at any time, and charged only from time of entrance, but no deduction will be made for absence, unless occasioned by sickness.

Since it has been noised abroad that convenient Boarding can not be had, we beg leave to state that no Student has ever been permitted to leave for want of Board; and that now, as in days past, boarding can be had in the best families at $8 00 per month.

Students are charged 50 cents per term for fire-wood.

E. AVERY, *President of Board.*
R. J. ADAMS, *Secretary.*

Oct. 16. 445

WANTED,

2,000 BUSHELS of dried PEACHES—peeled and unpeeled, for which the highest price will be paid, by

T. M. FARROW.

Dec. 9, 1856. 45tf

BLANK DEEDS For sale here.

REPORT OF THE POSTMASTER GENERAL.—The Postmaster General's report shows the following:

On the 13th of June, 1856, there were 25,565 post offices, being an increase of 4,664 in four years. On the 13th of June there were in operation nearly 8,000 mail routes, the total length of which was estimated at 235,642 miles, costing $6,035,474. These mail routes were divided as follows:—23,323 miles railroad; 14,951, steamboat; 50,453, coach, and nearly 154,000, inferior grades. The increase during the last fiscal year was nearly 20,000 miles railroad; 332, steamboat; 1,250, coach, and 82,000, inferior grades. In Nebraska and Kansas 10,298 miles were added to the length of the routes. Between the 1st of July, 1852, and 1st of July 1856, the railroad service was increased 10,477 miles, exhibiting the fact that within that time this description of service was more than doubled. On the 1st of December, 1856, the length of the railroad routes had increased to 21,310 miles. The total cost for this service, at that date, amounted to $2,403,747. The whole cost of the inland service, on the 1st of July, was $6,526,028.

The expenditures for the year 1856, were $10,500,286, and the gross revenue, including annual appropriations for free matter, $7,620,821. The deficiency is $2,787,000.

He recommends the abolition of the franking privilege and compulsory prepayment on all transient printed matter; also the repeal of the Act of 1845, which gives the Post Master General discretionary power to make new contracts for ocean steamship service. He alludes to the fact, embracing the branch from New Orleans to Havana, that there are now four ocean steamship lines running out of New York at an expense to government of $1,498,000 per annum, and says that there is no reason why one part of the country should be preferred to the exclusion of others.

Among other points, it is stated that negotiations are in progress with a view to the reduction of British transit charge on United States closed mails, and the rate of postage between the United States and Great Britain to twelve cents a single letter.

REPORT OF THE SECRETARY OF THE TREASURY.—The receipts for the current fiscal year, ending June 30th, '57, are estimated at $72,955,310 37, and for the fiscal year ending June 30th 1858, the receipts are estimated at the same amount.

The domestic and foreign goods exported during the fiscal year ending June 30th, 1856, amount to $326,961,924, and the imports to $314,639,942. The continued growth of our trade and the consequent increase of our imports and exports show that the receipts from customs must, each year become greater, and demand a reduction of the existing rates of duties, and the admission duty free of several articles of raw material. The Secretary believes in *ad valorem duties*, but goes for raising revenue by a duty on imports, rather than by direct taxation.

In 1840 we manufactured woollen goods to the value of $20,000,000, and, in addition, imported manufactures of wool to the value of $8,632,785; amounting, in all, to a consumption of woollen goods at the rate of $1 71 for each person in the United States. In 1850, the amount manufactured was $43,297,545, and the imports $16,976,575, making an average consumption of $2 59½ worth of woollen goods for each person. The manufactures for 1855 are estimated at $56,406,786, and the importations at $23,296,383, or an average consumption of $2 93 worth of woollen goods for each person in the United States. The Secretary urges the admission of wool duty free.

From the census of 1840, it appeared that we produced and manufactured iron and steel that year to the amount of $29,000,162; and imported to the amount of $7,088,739. In 1850, we produced and manufactured iron and steel to the amount of $50,485,653, and imported to the amount of $17,524,459. At the same ratio of increase, in 1855, the produce and manufacture of iron and steel would amount to $78,406,538, and the imports to $23,945,274.

The product of the agriculture and manufactures of the United States during the last year are estimated at $2,012,520,539.

The total gold and silver coinage of the Mint, since its establishment in 1793, has been $549,341,914 14; and the entire import of gold and silver since 1820 has been $293,505,743, and the export $43,587,354; there being no account of the imports and exports prior to 1820.

There are 1398 State banks, with a chartered capital of $344,000,000, and a circulation of nearly $200,000,000. The Secretary does not deem it desirable to dispense with them, but says that the smaller denominations of notes should be withdrawn. The Superintendent of the Mint estimates the gold and silver remaining in the country at $200,000,000, while the Secretary estimates it at $250,000,000.

ARRIVAL OF AN ALLIGATOR.—One of the passengers which left South Hampton for London by the 30 A. M train on Saturday, was a living Alligator, nearly fifteen feet long. It came to this country in a West Indian packet from Greytown. It was conveyed to town in a canoe half filled with water, partly covered with boarding. The alligator was directed to Regent's Park Zoological Gardens. It had not been fed for some time, and kept opening its gigantic mouth as if it scented prey not far off. It was as big round as a man's body.

THE AZTEC IMPOSTURE.—At the German Association for the Advancement of Science, Dr. C. Scherzer stated that during his stay in Guatemala, (the pretended native country of the Aztec children,) he had ascertained that this country was never tenanted by the Aztecs, who are known to have been a robust and well-looking race; the pretended Aztecs were the children of poor mulattoes, living in the Central American State of San Salvador.

From the Lexington Flag.

THE DANVILLE CONNECTION.

MR. EDITOR: I observe that a bill has been introduced into the Legislature of our State to incorporate a Company to build a Rail Road 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 mere Charter giving the people of the West a right to build a road to improve their own condition.

Now, Sir, if it is right to build Rail Roads 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 the State is composed of the aggregate wealth of its individual inhabitants, and as wise legislation developes the one it also increases the other.

Why, then, hesitate to grant Charters—as all States that have made any progress in Rail Roads do—to build Rail Roads wherever the citizens of the State may desire? Why not give a Charter to construct a Rail Road from Cheraw to the Coal Fields in Chatham? Why not give an unrestricted Charter for a road from Asheville to the East Tennessee Road, or to the Greenville Road in South Carolina? Why not let the people of the West develop their own resources when they are taxed to keep up every Road in the State? The time has come when the West should be aroused to a proper sense of 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 Rail Road 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? Is it to deny us the privilege of travelling by Rail Roads to any other cities or commercial marts than Raleigh and Wilmington? Whatever is the avowed object, and disguise it as they may, it is plain that this is the direct effect. The West is to be kept tributary to the East by an unfair and partial system of Legislation; and forced—often at great sacrifices—to one market, under the patriotic impulses of building up a great Commercial Emporium for the benefit of Wilmington, and at our expense.

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; tax us by a direct tax 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 North Carolina Rail Road east of Greensboro'. For argument's sake admit it. Is it 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 Rail Road? This demonstrates to the State the necessity of this connection. By having it, we bring Richmond, Baltimore, New York, and Philadelphia 80 miles nearer to our door, and derive all the consequent advantages to our trade and travel from it. Every trip we of the West take into Virginia or go farther north we are forced to pay for 80 miles going and 80 miles returning at 3½ cents per mile, making $5 60; $1 00, for two meals and lose one day more on an average, worth $2 00 to each person, making the moderate tax of $8 60. This is a part of the tax according to the eastern argument that we are made to pay indirectly to support the Raleigh and Wilmington interests. Suppose 5,000 merchants and other persons from the west of Greensboro' go North annually, it costs us by this route over $40,000 more than it would to go by Danville, and this is an annual tax upon travellers. How is it in regard to our Goods shipped to and from New York and elsewhere? Let the merchants and farmers of the west answer, and if we are to be taxed at this rate to keep up Wilmington and Raleigh and the other prospective cities that are to be, by our trade and travel, it is time we should know it.

Now while we admit that the travel on the Wilmington and Weldon Rail Road would be diminished by this connection, we insist that both the trade and travel on the North Carolina Rail Road would be greatly increased, and the people of the State save a large amount of taxes annually by the dividends received on the State stock in the road, which would meet the interest on the State bonds issued to pay for the stock. To say the least of it, not less than one million of dollars in value would be added to the stock of the road, which would be divided between the State and Stockholders in proportion to their stock in the road, in addition to the taxes saved the people by the increased dividends the road would be enabled to pay. By making this Danville road, you make the route between New York and New Orleans via Greensboro' shorter than via Wilmington, and gain an hour's advantage in time in crossing the Cape Fear in boats at Wilmington. This route will then transport the through mails and travel. What will it be worth per mile from these sources alone. The Wilmington and Weldon Road and the Wilmington and Manchester Road, as appears by their last years reports, made each over $1,000 per mile for every mile of road, from these sources alone. If I mistake not, that of the Manchester road was $171,000 from through travel and 41 from mail pay, making over $1200 per mile for the 171 miles of road. Is not it fair then to assume with a shorter line via Salisbury and Danville, the North Carolina Road will make $1000 per mile, which for the 94 miles will give $94,000 of increase to the Company from through travel and mail pay alone according to this data from Greensboro' to Charlotte.

Now what would be the effect of the trade transported over the North Carolina Road? I entertain no doubt that it would be greatly increased. Vast quantities of salt, molasses and other merchandize would be shipped from Wilmington to the western counties of Virginia, while an immense quanty of tobacco that is now sent to Norfolk, thence to New York, thence west by Canals and Rail Roads, or reshipped to Charleston, Savannah, Mobile, New Orleans and other Southern ports, would find its way in both directions from Greensboro' over the North Carolina Rail Roads for more Southern markets. Our freights over the North Carolina Road would be greatly increased from this trade and many other products that would find a market in and South of North Carolina.

It is a sheer pretext to say that we will lose trade and travel over the North Carolina Road by this connection. We will gain five times in trade, travel and mail pay, over what we will loose, and by getting the through travellers from other States, who will be consumers of our products will make our country and roads all more profitable, without taxing the Western people $8 or 10 each, every time we wish to go to Richmond or New York to go via Raleigh.

If then some portion of our products should find a better market in Virginia by this route, does any Legislator say that it ought not be allowed to go. Is the farmer of the West to be taxed to take his produce at all times to a market which may be inferior? Away with such partial and unfair Legislation, and let us have our rights. We object to monopolies in trade, and want the markets of the world open to us, when they cost no one else anything.

We do not complain at paying our full proportion by direct taxes to maintain all roads leading to the East, but let us have some Roads in which we are directly interested, and not be subjected to a double tax for the monopolies of Wilmington and Raleigh.

Our ancestors commenced and fought through the revolutionary war, for a tax not half so oppressive as we are now paying on account of this partial and unjust Legislation.

Double appeals to our State pride, patriotism and commercial importance have all been made to us to sacrifice our true interests to build up local interests in the East. The West has voted money and charters invariably, and when we ask a mere charter to increase the stock in the North Carolina Road, in the Western extensions from Salisbury and Charlotte, we are coldly answered no, you must all trade and travel to Raleigh and Wilmington, or it will injure the North Carolina Rail Road. How ridiculous thus to try to force trade and travel under the specious pretext of interest to the State and the North Carolina Rail Road.

One year hence the taxes of North Carolina will prove to the people that she has debt enough, and it is time that we would return for a while to the old Democratic doctrine, to let the people build Rail Roads wherever they will but not involve the State in a debt that will drive capital beyond her borders. Already our taxes are enormous, and growing more so every day from past legislation.

We are also often urged to build up a commercial city in the East, to give us a better currency and make exchanges on New York at par. This is mere moonshine, we have now as good currency as any State, and our citizens now get the benefit of all the exchange on their products sold, whether in Richmond, Wilmington or Charleston.—The producer sells in Richmond or Charleston, he gets the bills of these States and invests them in Exchange on New York or elsewhere, or gets a bill discounted on Richmond or Charleston by a Bank in North Carolina who sells the exchange to the next customer. The rates of Exchange depend upon supply and the demand; and the supply with North Carolina depends upon whether her citizens sell more than they buy, or buy more than they sell. Whenever we have bought more than we have sold, the rates of Exchange of course are against us, and all the big cities of the world could not alter these laws of political economy. More especially may we expect this to be the case when we are importing, annually, more than $500,000 worth of Railroad Iron and machinery beyond our usual purchases.

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—thus stimulating trade and commerce, increasing our Agricultural, 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 by the vote on the Danville Connection, and we wish to see the Records.

BUNCOMBE.

INVENTION OF STAYS.—Tradition insists that corsets were first invented by a brutal butcher of the thirteenth century, as a punishment for his wife. She was very loquacious, and finding nothing would cure her he put a pair of stays on her in order to take away her breath, and so prevent her, as he thought, from talking. This cruel punishment was inducted by other heartless husbands, till at last there was hardly a wife in all London who was not condemned to the like infliction. The punishment became so universal at last, that the ladies in their defence, made a fashion of it, and so it has continued to the present day.