THE MAD STONE.

We have heard of the "mad stone" ever since we were a child. At first we had unwavering faith in its perfect control over the deadly virus of mad dogs, and with one in our pocket, would have braved a yard full of hydrophobia. When we grew to more mature age, we lost all confidence, and believed that such a thing as the "mad stone" never existed, and if it did, that it was a grand humbug. But a few days ago our friend Dr. R. H. Ayres, of this county, bro't one into our office, that he has had in use for many years, and performing the most wonderful cures—never failing in a single instance to extract poison and restore the patient from the bite of not only the mad dog, but from that of every poisonous reptile that may sink its deadly fangs into human flesh.—*Jackson (Tenn.) Whig.*

Dr. Ayres furnishes the *Whig* with an account of this singular stone. We give an extract from his communication:

Does the mad stone afford a remedy for the bite of snakes? and what is the mad stone? It is a fine and porous stone, capable of absorbing water and other fluids, as sponge does, and is probably of coral formation, and found in some of the South Pacific Isles. The common notion that it has been found in the stomach of the deer is too absurd to need contradiction.

When used it is dipped in water quite warm and applied to the wound, when the patient feels the sensation of drawing; and it is said that small ones will stick until full of poison and then drop off, and after being dipped in warm water and re-applied, will stick till all the poison is extracted. Mine is too large to stick in that way, being over two inches square, containing about seven solid inches. Yet those to whom I have applied it asserted that they felt it draw.

Well, does it cure? This stone was used in Buckingham county, Va., from about 18.15 to 1832, and in the West since, in my own neighborhood, and has never failed to cure in any case, although in several instances, 48 hours, and in one several days, elapsed before it was applied. In a case bitten by a cotton-mouth snake last week, in the vicinity of Mifflin, the remedies prescribed by the family physician were used until the leg and thigh were badly swollen (bit on the ankle) and the body had commenced swelling; slept none through the night, and had no ease till I applied the mad stone, which gave relief immediately, and she fell asleep in twenty minutes. Seventeen hours had elapsed before it was applied. It arrests the swelling and pain in case of the sting of insects in a few moments, as I will prove at any time, on my own person, or any one else.

LYNCH LAW.—Lafayette Parish and vicinity, La., has for some time been the rendezvous of a gang of lawless thieves, gamblers, and murderers, whose impudence and audacity could only be equalled by the impunity with which they carried on their lawless marauding. As a matter of self defence, the peaceable, orderly, honest, law-abiding citizens were driven to form themselves into a Vigilant Committee. These outlaws assembled at a place called Bayou Torture, and defied the Vigilant Committee to attack them. On Saturday before last about five hundred of the law-abiding citizens, well equipped, and with a piece of artillery, appeared before the camp of the outlaws.—The Vigilants formed their order of battle, and unmasked their cannon, when the outlaws broke, and many of them escaped.—Some seventy, however, were captured, and their fate submitted to a jury, whether they should hang or be paddled. The marine to paddle was carried by a majority of two, and thirty-six hundred blows were well laid on. One committed suicide by shooting himself, to escape the paddle. Subsequently five others were found dead from gunshot wounds. The news of the affair caused the greatest satisfaction among those who had long suffered from the depredations of this lawless band.

THE SPIRIT OF THE PEOPLE OF THE TERRITORIES.—A citizen of Nebraska Territory writes to the *Ohio Statesman* thus:

"I see you editors and members of Congress are still discussing Congressional intervention on the subject of slavery in the Territories. Will you allow me, with all due modesty, to suggest that you are wasting a vast amount of breath, ink and paper?—Why don't Eastern politicians just let us alone—attend to their own business and let us do the same? I can give you the whole of the subject in a few words. If we want slavery we will have it, and all the editors and Congressmen in the United States can't prevent us; and if we don't want it, we won't have it. The people here look with contempt on all this talk about Congress controlling the matter one way or the other.—The interests of the people, the wants of the country, will settle the matter, and those who don't live here needn't bother themselves about it. It is our business, and if you would only let us alone, we would settle it to suit ourselves; and if you don't let us alone, we will settle it to suit ourselves anyhow."

RAILWAY STATISTICS.—There are 27,914 miles of finished roads in the United States. In 1850, there were but 7,335 miles. About 17,000 miles are now in course of construction or projected. The completed roads cost $365,454,070. $400,000,000 are required for those unfinished. The bonded debts of American roads, maturing in the next fifteen years, amount to $411,199,742. The average cost of railways has been $36,228 a mile; in the South, $22,906 a mile; in the middle States $49,919; in the West $36,333. These figures are taken, says the Fayetteville *Observer*, from an article in the *Southern Journal*.

A correspondent of the Manchester Mirror says that a few days since a needle was taken from the outer and lower side of the foot, near the little toe joint, of Mrs. Ira Atwood, of North Sandwich, (N. H.) which she swallowed six years since. The needle was a shoe needle, a little over an inch long, and it was whole, but quite rusty. The lady was alarmed at the time she swallowed the needle but had felt no inconvenience from it, and had forgotten the circumstance until she felt a prickling in her foot, when the needle was discovered.

A new kind of bread, known as the aerated bread, is now made in London, in the manufacture of which no fermentation is used. The process consists in forcing carbonic acid into the water with which the dough is prepared, then mixing the flour, water and salt together in a highly condensed atmosphere. From the mixing apparatus, the dough is passed into the ovens without being touched by the hands.

North Carolina Whig.

CHARLOTTE:

Tuesday, September 27, 1859.

☞ R. R. Wakefield, Esq., of Lenoir, has consented to act, and is our authorized agent. He will receive orders for the Weekly, blanks or advertisements, and receipt for the same. Any persons subscribing who pay to him within three months will receive the Weekly for two dollars.

Military Institute.

On Saturday next, the 1st of October, the exercises in the Military Institute in this place will commence. We learn that it will commence with 75 to 100 students. A large number of visitors have been appointed and we expect many will be present on the occasion.

County Fair.

It is reported that during the Mecklenburg Fair that several of the Volunteer Companies will rendezvous at Charlotte, and as Governor Ellis is expected here he will review them at that time. It being Court week we think the time badly selected, for many persons have business in Court which must be necessarily attended to.

Trip to Greensboro and West Green Nursery.

Having some business at Greensborough we left home on Tuesday morning in the Express Train and arrived at 5 o'clock at that town, and stopped at the Jordan House. They keep a good table at this house, and the charge is moderate. The weather was very inopportune for making a visit as it commenced raining early in the morning and continued until near 12 o'clock. We were prevented, therefore, from strolling about the town to view its location, buildings &c. We, however, rolled, in company with a friend, at the *Patriot* Office. We saw friend Sherwood, who was preparing "more copy," but Mr. Long was not in. After chatting awhile we took our leave. We notice all that on fair weather Greensboro is not ahead of her sister towns, for the streets do get muddy.—The location of this village is a good one, but the arrangement seems to us to be very bad. A friend along said, that was owing to the supposition, that it would never be nothing more than a one-horse town, railroads not being thought of at the time, and therefore very little attention was paid to laying it off. We found the Court House in the centre of the village, as is usual in North Carolina, but Guilford County will have in a short time as fine a Court House as any of her sister counties, a new one being in the course of construction on one corner of the Court House square, and when the old one is removed the appearance of the town will be very much improved.

After attending to our business, and friend Westbrooks, of the West Green Nursery, having sent a conveyance for us, we left town. In passing we saw a flying call on our friend Cole of the *Times*, who was at his post, but friend Albright had left his office for dinner. The Nursery is situated four miles from Greensboro and in good weather is a pleasant drive. We found friend Westbrooks in fine health and the best humor and up to his eyes in business and improvements.

After getting dinner we took a stroll to view the premises. The rain had made the ground rather soft for pleasant walking, yet we went ahead. Mr. Westbrooks has a fine place, containing about 70 acres, for his nursery, and he is making improvements which will add greatly to the beauty and convenience of his establishment. The supply of trees for market is very large and he is receiving large orders every day. We were through some portion of his trees that will be ready for market this season, and as far as we could judge, they appear to be in the finest order. He has also a good hot house, about 30 feet long, in which we saw a large number of exotics and other plants also preparing for the accommodation of those desiring to decorate their houses with beautiful evergreens. He has excavation to erect another hot house much larger than the one mentioned above, as it is entirely too small for his supply of plants.

He has also a grapery in which he is raising the choice varieties for market, and he will in a short time be able to fill all orders that may be sent him; and we felt for our platform almost every description that may be called for by his friends.

He has lately erected an office in which he intends to have his business regularly attended to, as his extensive orders renders it necessary to have a person to give his undivided attention to receiving and registering them on his journal kept for the purpose.

And not the least interesting portion of his establishment was a rustic house, so laid out for the accommodation of his friends in Greensboro and neighborhood, and is just the place of all others, for a pic nic. It is two stories high and affords plenty of room for any reasonable company, and there is also a wing to it one story high, with a table to spread out in fine style the rich viands prepared for the occasion. It shows what an interest Mr. Westbrooks takes in trying to render his friends happy, for all who desire the use of the rustic building can obtain it provided they use it without abusing it.

The name, West Green Nursery, is very appropriate. It is intended to hand down the name of General Green, one of our bravest Generals during the revolutionary war to posterity.

He has a number of hands at work on the improvements he is making, and every thing moves like clock-work, and he holds out inducements to his hands to be honest and faithful workmen; and there was a protracted meeting in the neighborhood, at which he required all his workmen to attend, during the time they were absent himself.

We are sorry that we had not more time to spend at the Nursery, for a week would have been passed very agreeably in going over the premises, but we hope at no distant day to be able to make another visit to that place.

As we are agent for this Nursery, we would say to those desiring fruit trees of any kind, that we will forward orders for anything that they may desire, and the rule is to serve those first who send their orders first.

Revival in Charlotte.

We were excited to mention before that a protracted meeting has been in progress at the Baptist Church for about two weeks and that some seventy conversions have been added to the Church.

☞ The State Agricultural Fair is to be held at Raleigh in October and not November, as we stated last week.

Revival at Thomasville.

A very unexpected revival took place at the Female Seminary at Thomasville, on the 12th inst. The Rev. Mr. Groseclose, who has been officiating at that place during the past year, gives the following account of the revival. Several young ladies from this place are among the number, and give a good evidence of the genuineness of their conversion by aiding in converting others. The account is as follows:

About sunset Sabbath evening a messenger was sent from the Seminary to J. W. Thomas, requesting him and myself to go to the Seminary, to pray for a couple of young ladies, who were said to be under conviction for sin, on arriving there, we found not less than twelve in different parts of the dormitory crying for mercy, and calling on different persons to pray for them. We were so astonished at the scene we beheld, we hardly knew, at the moment, what course to pursue.—At length, we had them all removed to the Chapel below and commenced singing, praying with and instructing them, and during the evening a number of them professed experiencing a change of heart. We appointed prayer-meeting at 5 o'clock next morning, and preaching at night, so as not to interfere with the regular exercises of the institution. The meeting was continued at night without ministerial assistance by the writer until Thursday night, when it had to be closed on account of his having to attend another protracted meeting in his country congregation. The result was the conversion of all the young ladies but three, not already professors of religion, converted with the institution. After learning the course pursued by the teachers in this Seminary, I was not surprised to witness a revival in it.—They are not only diligent in teaching the sciences, but also faithful in imparting religious instruction. The teachers are all decidedly pious, and take a deep interest in the moral and religious training of the young ladies confided to their care. No one can be more than half educated without being religiously trained. The moral development of the individual must keep pace with the intellectual, or a monster is sent forth to become a bane to society. But I have not now time to dwell on this subject. In no institution in the State, I believe, are young ladies better attended to in all that is to make the mother, the wife, or the christian, than at Thomasville.

Candidates for Governor.

The Edenton *Express* admits that "experience" in conducting an electioneering campaign, is a very requisite quality, and for that reason it thinks we cannot object to John Pool, Esq., who the *Express* knows to have this quality in an eminent degree. Will the *Express* tell us when, and how, Mr. Pool acquired the experience of which it speaks? Has he ever canvassed a Congressional District several times? or has he canvassed the State for Governor? If not he does not possess the "experience" which we desire our candidate to possess. We have no objection to Mr. Pool as a man, but we do say he is not the "man for the emergency," and in the coming contest we need a man who is well known throughout the State and whose "iron nerves" will enable him successfully to contend with his opponent.

Mr. Pool being a young man can well "bide his time" and after we have successfully reclaimed the old North State from Loco Foco misrule, then he or any other gentleman, whom the people may desire to honor, shall receive our support.

The Rail Road to Tennessee.

We perceive that our neighbor of the *Watchman* is down on this Rail Road. This was to be expected because this road if built, would turn the produce that would come down the rail road to Charlotte, for the merchants of this place and Charleston gives always better prices than they can get at any other point. And we tell our neighbor that it is a law of trade that produce and every thing else will go where the best price is to be obtained. And whether we get this road or not, if the market in Charleston is better than in Wilmington or Newbern the produce will go in that direction, and nothing can prevent it, whether it comes down the Western Extension or any other road.

San Juan Affair.

It was thought by some that the taking possession of the island of San Juan by General Harney, would lead to some misunderstanding between the two governments, and this may be the case, for we learn that Lieutenant General Scott has been sent to that distant point, to endeavor, if possible, to prevent any hasty collision between the disputants. As American citizens had asked protection of Gen. Harney from the inroads of the hostile Indians, it is natural to suppose he would grant it if in his power, especially as he was in doubt as to which government the island properly belonged to. We hope the difficulty may pass over as only a speck of war.

Severe Storm.

The storm which we had on the 16th seems to have been very general. In our own section considerable damage was done by freshets in the Yadkin and Catawba rivers, to the growing crop.—In Richmond county, N. C. and the upper part of Marlborough District, S. C., the damage was a great deal worse, 25 houses having been demolished and two lives is feared has been lost.

The same storm was severely felt at New York, Boston, Philadelphia, Baltimore and other places along the coast, on the 18th. This was evidently the Equinoctial gale, as we have had no storm since.

Birth Extraordinary.

The Baltimore *Sun* states that a female residing at Canton, Md., left home for the house of her mother and while on the way she was taken suddenly ill, and was compelled to stop by the wayside. While there she gave birth to an infant, which she wrapped in her clothing to protect it from the cold. She was fortunately discovered by a gentleman, who removed her to his house. Her husband had left home for market before she was taken ill, and being alone, she undertook to reach the home of her parents. The boy—for it is a boy—was to the manor born and his first couch was a granite hillside, with the arched heavens for a canopy, decked in the cast by the fullness of the rising sun.

Baulky Horses.

Of all the pests that human nature has to submit to, we think a baulky horse is the most trying to a man's patience. We had the trial of one the other day. He had a sore shoulder, was blind in the right eye, and being hitched to a buggy we observed that he winced a little, but we jogged on very well until we came to a hill, but in attempting to drive up it was no go—Bell would not budge a foot, but was rather more disposed to go backwards than forwards, and would look back as much to say, now it is time for you get out. Well, we did get out and he started up the hill and then made another halt, and turning his blind side towards the driver he could not be induced to go until he got out too. But when he got up to the top may be he didn't pay for it. And so it was at every hill until we reached our journey's end. Bell is a running horse and he learnt how to lighten his load up hill.

Cosmopolitan Art Journal.

We have received the September No. of this periodical, and we think it superior to any of the previous numbers. The plates are fine. The object of this work is to advance the fine arts in this country, which is a praiseworthy one and should be encouraged.

Baptist State Convention.

This body will meet in Charlotte, we learn, on Wednesday, the 26 day of November next.

New Corn in Indiana.

It is stated that new corn solid, and well matured, has been brought to market from Casper County, Indiana. This is thought to be the earliest gathering of corn ever noticed in Northern Indiana.

☞ It was announced by the Newbern Daily *Delta* that the *Delta* and Salisbury *Banner* were to be merged into one and a daily paper started in Salisbury. The last *Banner* states that the commencement of the Daily Paper in Salisbury is deferred for the present.

FOR THE N. C. WHIG.

RAIL ROAD MEETING.

Davidson College, Sept. 24, 1859.

A meeting was held at Davidson College on the 24th day of September, to appoint delegates to attend the Rail Road Convention to be held at Statesville, on the 4th of October next.

On motion, Andrew Springs was called to the chair and J. A. Johnston requested to act as Secretary. The following persons were appointed delegates and earnestly requested to attend:

Rev. Drury Lacy, Rev. E. F. Rockwell, Dr. W. D. McLean, S. M. Withers, G. F. Shepherd, Prof. J. A. Leland, J. N. Scofield, G. A. Houston, E. H. Alexander, E. A. McCauley, D. A. Caldwell, Saml. Black, J. R. Gillespie, E. R. D. Sloan, Robt. Potts, John Jetton, Lawson Torrence, Jas. Johnston, Esq., J. R. K[illegible] D. A. Sloan, Dr. J. R. Alexander, Dr. [illegible] M. Wilson, Jas. L. Sloan, Andrew Alexander, A. J. Knox, Jno. McLure, R. H. Houston, R. B. Withers, Jno. Parks, Wm. Parks, Wm. Caldwell, W. H. Stinson, Wm. Patterson, Jas. Wilson, H. Cathey, Wm. Potts, Rockery Helper, D. Lacy, Jr.

On motion the Chairman and Secretary were added to the delegation.

On motion the Charlotte Papers and others friendly to the enterprize are requested to publish the above proceedings.

On motion the meeting adjourned.

ANDREW SPRINGS, Chm.

J. A. JOHNSTON, Sec.

THE LOSS OF THE UNITED STATES STEAMER FULTON.—Our despatches, published yesterday, announced that the United States steamer Fulton was wrecked, during a gale, on the 10th ultimo, on the San Rosa Island, near Pensacola, but that her crew and stores were saved.

The Fulton was a side-wheel steamer of the third class, is 698 tons measurement, and carrying five guns. She was built at the Brooklyn Navy Yard in 1837, and is, therefore, twenty-two years old. She was the first steamer built at this navy yard, and no effort was spared to make her, in every respect, a superior ship. In her hull she was said to be one of the best and strongest vessels ever built at the Brooklyn Navy Yard, and superior to many which have been constructed since. She was a fast sailing steamer, and was considered one of the most serviceable vessels of her class in the home squadron. Her officers were:

Lieutenant Commanding—John J. Almy; lieutenants—M. K. Warrington, J. B. Stewart, R. Selden and R. P. Chapman; purser—R. H. Clark; assistant surgeon—E. R. Denby; acting master—M. C. Campbell; engineers—first assistant, Harmor Newell; third assistants, R. W. McClery, Wm. Roberts, W. B. Barrow and J. B. Houston.

SAVE THE MAN WITH THE RED HAIR.—It requires great coolness and experience to steer a canoe down these rapids, (the St. Marie,) and a short time before our arrival (writes a correspondent) two Americans had ventured to descend them without boatmen, and were, consequently, upset. As the story was reported to us, one of them owes his salvation to a singular coincidence. As the accident took place immediately opposite the town, many of the inhabitants were attracted to the bank of the river to watch the struggles of the unfortunate men, thinking any attempt at a rescue would be hopeless. Suddenly, however, a person appeared rushing toward the group, frantic with excitement. "Save the man with the red hair!" he vehemently shouted; and the exertions which were made in consequence of his earnest appeals proved successful, and the red haired individual, in an exhausted condition, was safely landed. "He owes me eighteen dollars," was his remark, drawing a long breath and looking approvingly on his assistants. The red haired man's friend had not a creditor at the Sault, and, in default of a competing claim, was allowed to pay the debt to nature. "And I'll tell you what it is, stranger," said the narrator of the foregoing incident complacently drawing a moral therefrom, "a man'll never know how necessary he is to society if he don't make his life valuable to his friends as well as to himself."

DIAMONDS.—The largest sale of diamonds in a single set, to one person, ever made in this country, was for the amount of $21,000 by Bell, Black & Co., a few days ago. The diamonds were five in number, and one of them was worth $14,000. They were sold to a party in Paris. The common use of diamonds as an ornament in this country (where these precious stones are more generally worn than anywhere else in the world) dates back only to the discovery of gold in California. The insatiable disposition to extravagance which made its appearance at that epoch was early manifested in an active demand for diamonds. The price of diamonds has gone up 30 or 40 per cent. within the last dozen years, and stones of large size and first water are now held at fancy rates.

THE IRON INTEREST OF THE UNITED STATES.—From recent estimates it is ascertained that there are nearly 1200 iron works in the Union; that these produce annually about 500,000 tons of iron, the value of which, in an ordinary year, is fifty millions of dollars. Of this amount, the portion expended for labor alone is $30,000,000. The amount of rolled iron made in the United States is about 500,000 tons per annum. Of this, about 200,000 tons is made east, and 200,000 tons west of the Alleghany mountains.

☞ The New York American State Convention, now in session in Utica, on Wednesday voted down a resolution to nominate a straight American ticket, and a Committee was appointed to select candidates from the tickets now in the field.

Gen. Jackson's old horse is dead at last, at the age of forty-one years. For several years he has been unable to masticate, and was fed with bran, &c. The carcass of this famous old horse was interred with all due solemnities "in the presence of a large concourse of his old friends."

Important from Washington.

WASHINGTON, August 14.

General Scott is anxiously expected in this city by the President and members of the Cabinet. He will arrive here this evening. In consequence of a special telegraphic message forwarded to him at West Point by Mr. Buchanan himself, requesting him to leave on receipt and come on direct to this point. Gen. Scott's advice is required relative to the San Juan Island difficulty, and will be asked for at a meeting of the Cabinet, which will be held to morrow (Tuesday) for the purpose of reading over the late despatches from Gen. Harney and debating on the general bearings of the affair. In this light Gen. Scott's opinion is considered absolutely necessary by the President.

The administration are a good deal exercised in regard to the present aspect of affairs growing out of the seizure of the Island of San Juan. They are fearful that a collision will take place before dispatches which were recently transmitted, can reach Gen. Harney. Nothing has been received from Commissioner Campbell, who has been engaged for upwards of two years in arranging the boundary.

Mr. Preston, our Minister to Spain, will doubtless return home as soon as he learns of the death of Gov. Wickliffe. Our Government, at the request of his family, have written him, giving him leave of absence provided he desires it.

The Peruvian Minister had a long interview with the Secretary of State to day, in reference to affairs transpiring between the two governments. Peru has recently manifested a disposition to settle a number of long standing accounts claimed by our citizens.

However much our Government may be impressed with the truth that the Island of San Juan belongs to us, there appears to be no doubt but that both the Governments of Great Britain and that of the United States will instruct their agents in that quarter to act with the utmost circumspection, in view of a satisfactory adjustment of the existing differences. It will be recollected that Secretary Marcy four years ago said that the title ought to be settled before either party should exclude the other by force, or the exercise of complete and exclusive sovereign rights within the fairly disputed points.—This was the substance of his letter to Mr. Crampton, at that time representing her Majesty's Government, and to which importance is now attached. From all that can be ascertained in well informed circles, it is reasonable to infer that no serious difficulties are likely to result between the two countries. If any danger at all is apprehended, it is in consequence of the well known intrepid character of Gen Harney.

Col Hawkins, of the British army, yesterday brought despatches concerning the San Juan dispute to the British Legation, and then left for New York to take passage for England, with despatches from Governor Douglas to her Majesty's Government on the same subject.

The news of a successful revolution in Costa Rica being unexpected has created much interest and surprise in official and diplomatic quarters. Senor Molina, Minister from that republic, left to day for New York, to meet ex President Mora.

A NOVEL RAT TRAP.—Mooring and ourself concluding to go upon the water on Thursday last for the purpose of amusing ourselves with the angle, secured a dozen hard Crabs on Wednesday evening for bait and Mooring placed them in a bucket, set in the closet for safe keeping. Among them was an old channel fellow who had evidently heard it thunder more than once and was some on a fight in a bucket, as well as in his native element. During the night a monster Rat discovered the Crabs, and concluding to have a feast, very foolishly sailed into the bucket, and to his surprise, the old Crab nailed him, and in his effort to escape, he disturbed the repose of the other Crabs, when half a dozen seized hold of and held him secure. The shrieks of the rat aroused the family, and upon going to the closet, Mr. M discovered that the old Crab had cut the rat to the hollow, and the smaller ones had buried their claws deep into his body, and would have killed him in a few minutes. Crabs have great power in their claws, and are not to be trifled with.—*Washington Times.*

EPISCOPACY AND DEMOCRACY.—Parson Brownlow, of the Knoxville Whig, writing from the Red Sulphur Springs of Virginia, says that he met there the first Democratic Episcopal minister he ever saw. He says:

"Preachers are in great abundance at all these springs, and all sects are represented. We have three Episcopal ministers here—Mr. Cook, of Hanover County; Mr. Elliott, of South Carolina; a cousin to Bishop Elliott; and Mr. Mason, of Fluvanna County, the son-in-law of Bishop Johns. Mr. Elliott preached for us at 11 o'clock, and Mr Cook at 4 o'clock. Both were plain, common sense discourses, and the gentlemen are both familiar and easy in their manners—of more popular habits than Episcopal ministers are generally.

Mr. Elliott is the first *Democratic* Episcopal Minister I have met up with—they are almost always Whigs. But this gentleman hails from the *Province* of South Carolina, where Democracy is one of the *institutions* of the day.

AN ANCIENT TOWN.—We copy the following from the Petersburg *Express*, giving an account of Hillsboro, in North Carolina:

MR. EXPRESS: I have spent the week in this ancient town of Revolutionary memories, very pleasantly. It—that is, the main part of the town—is indeed ancient in appearance, presenting to the eye some of the oldest-fashioned architecture to be found in the State. Hillsboro and vicinity can boast of many revolutionary and anti revolutionary reminiscences. It was the scene of the movements of the Regulators. It was the encampment of Cornwallis, after his ineffectual pursuit of Greene—the true patriot, and skillful General—by whose unconquerable soul the South was rescued from British domination. There are pointed out in the vicinity of Hillsboro many places which, in the estimation of the historic antiquary, will be regarded as sacred—"the stores of rich remembrances of ancient days."

HEAVY ROOF.—The amount of iron thus far used on the dome of the new capitol at Washington is about 2,500,000 pounds; to complete the first section will require 500,000 pounds additional, making a total of 3,000,000 pounds. The total weight of iron for the whole dome will be about 15,000,000 lbs. This great weight will only be about fifty pounds to the square inch, in the thickness of the walls.

BELLE BRITAIN ON THE BIG SHIP.

The "Great Eastern!" I have seen her, the architectural wonder, the mechanical monster of the age, and wandered for hours over her prairie-like decks and through her mammoth cave-like compartments. But her "vasty" dimensions baffle description—Like the Falls of Niagra, neither words nor pictures can do justice to the subject.—We can only give a few figures of fact, and a few figures of rhetoric, and leave the imagination to conceive and elaborate the sublime idea as best may. Comparisons may possibly help us a little in attempting to convey some adequate estimate of size and power. The largest ships of the line lying alongside of the Great Eastern, look like children's toys. She seems like a continent among islands; a leviathan among minnows; a pyramid among pins. She is more than an eighth of a mile long, and over twelve thousand tons of iron have been used in her construction.

We found Capt. Harrison on board, who has lived in the ship for the last three years, and who knows every rib and joint in her anatomy.

Capt. Harrison, after eighteen years of experience as a commander of steam vessels, has unlimited faith in the speed, safety and profits of the Great Eastern; and stakes his hard-earned savings on the result. Of course there are skeptics and croakers who predict all sorts of disasters; but there never was an enterprise, a reform, or an improvement that did not have to encounter in the outset the sneers of the envious, and the doubts of the incredulous.

The Great Eastern will have large and elegant state-rooms for eight hundred first class passengers, and ample accommodation for thousands of second-class. The number of hands in all departments required to "work her," will be five hundred. She will have three propelling powers—the paddle, the screw, and the sails.

Her speed is a question of lively speculation, and betting on her "time" is likely to run as high as the Epsom races. As there may be no harm in venturing an opinion without risking a fortune to back it, I will bet a bottle of Longworth's best Catawba, that the Great Eastern will "do" the Atlantic inside of eight days; and when the phenomenon reaches Portland she will almost pay for herself by dividing profits with the railroad companies who will transport hundreds of thousands of passengers to see the show. Parties are already organizing here to get out to the States on her first trip, and if that is successful, she will return crowded with Americans, who will find life on board the great ship, at least more novel, and certainly not more expensive than at Newport or Saratoga. She will carry a full cotillion band, and a complete printing office; a livery stable has also been suggested. The ship will be brilliantly lighted with gas; and orders will be conveyed by electric telegraph; and her tracks across the ocean should be distinctly marked on the charts, so that all other craft may give her as wide a berth as they would a rocky coast with a gale blowing in. And I take the liberty of respectfully suggesting to the British and United States Governments that the Great Eastern should be allowed to send respectively a member to Congress and a member to Parliament. Surely such an institution is as much entitled to representation as the Vanderbilt or Galway line, both of which have carried their "members."

HEARING THROUGH THE THROAT.—I will state a fact. A friend, who is so utterly deaf as to be almost beyond relief from any mechanical inventions now in use for persons afflicted with deafness, walked into a chapel and took his seat on one of the open benches. He heard nothing of the sermon, then and there delivered, and, from mere listlessness, he placed the rim of the crown of his hat in his mouth; he heard distinctly. He has frequently repeated the experiment in my presence, with the same result; and where the opportunity is afforded him, he places his hat between his lips, and carries on a conversation speaking in the usual way, and hearing as I have described.

I have made this experiment, with many deaf persons, and generally with success. I leave the learned in acoustics to explain, I only state the fact, and every one can try the experiment. Is it the open mouth, or has the vibration of sound on the hat anything to do with the effect produced? Look on listener, eager to catch the voice of the speaker—they all wear open mouths:—"With looks thrown back, *lips apart*," "in listening mood," etc., is the poet's description of the 'Lady of the Lake.' It is almost impossible to make use of the hat as an article; but I venture to think that if science would apply its efforts to hearing through the throat, following nature as a guide, more would be done for the sore evil that can afflict humanity than has yet been effected. "The obstructed path of sound," I am persuaded, may be reached in this way.

PREPARATIONS FOR THE RECEPTION OF THE GREAT EASTERN AT PORTLAND.—The city government of Portland, Maine, have made special arrangements to do honor to the arrival of the Great Eastern. The programme includes a public dinner, ball, general illumination of the city, ringing of bells, salutes of artillery, excursions in the harbor, military displays, and other manifestations of public rejoicing. A committee of the city government has also voted to extend invitations to President Buchanan and his Cabinet, to General Scott, to the Governor of Canada, to General Williams, commander of the British forces in North America, to the Governors of several States, and to the Executives of Nova Scotia and New Brunswick, to visit Portland during the visit of the Great Eastern.

A COURT SCENE.—The following humorous scene at Halifax, N. C. is thus described by a correspondent of the Petersburg *Express*. It occurred in the Superior Court room.

"During a trial, yesterday, for assault and battery a corpulent old gentleman was asked on the witness stand what he thought of one of the defendants. "Well," he replied, "he seems to be a pretty clever, well behaved man. He lived with me as an overseer for two years, and it takes a pretty clever man to do that;' and, he continued, "on a fox hunt he can out holler any man I ever see in my life. I never did hear anything like him."

"What's that?" asked Mrs. Partington looking up at the column on the Place Vendome, during her late visit to Paris. "The pillar of Napoleon," was the answer. "Well, I never did," she exclaimed, "and that's his pillow! He was a great man to use that; but its more like a bolster. And it's made of iron, I do believe. Ah! Isaac, see what it is to be great. How hard his head must have rested on that ironical pillow!"

Cor. London Times.

How will the Great Eastern Sail.

SIRS: As there is among the public a very prevalent idea that there will be "no motion in the Great Eastern, even in the heaviest gale of wind," permit me to point out at least two positions in which there will be very considerable "liveliness," to use a nautical password, if the experiment which she is destined to exemplify be vigorously carried out.

The leading characteristic of the Great Eastern—that in which she differs from every other ship hitherto constructed—is that she shall, under no circumstances, be compelled to lie to, nor in any way to diverge from her great circle course, by any action of wind and wave.

She is to sail exclusively a great circle course, and is not to be hove to or allowed to run free, or run out of a gale, (unless she has the heels of it,) nor generally to have recourse to those dodges which are resorted to to ease a ship under stress of weather.

That she will do all this, no one who has admired her noble symmetry and exquisite lines, will for a moment doubt; but will she achieve this *desideratum* and be free at all motion at the same time?

Her dimensions are based upon certain calculations of the late Dr. Scoresby, which assigned six hundred and eighty feet as the extreme length between the crests of two waves, with an average depth in the intervening trough of sixty feet, or a mean elevation and depression of thirty feet each way, above and below the level of the ocean at rest.

I do not wish to impugn the Rev. Doctor's hard earned experience, but adopting his method of calculation, as detailed in an early number of Household Words, I once measured eight hundred feet between the crests, when lying to in the Collins steamer Baltic, in which measurement I was confirmed by Capt. Comstock; and I rather think that Capt. Harrison himself was in command of the Africa when she, starting from Liverpool three days after us, experienced the same gale on the 13th of October, 1854.

Upon these data the Great Eastern was constructed, and care was taken to make her so enormously strong amidships that there would be no defection or bagging when she was suspended by bow and stern over a trough six hundred and eighty feet wide, with barely any water under her centre, or riding the crest of a wave with bow and stern almost out of water.

As has been well remarked, she is built on the same tubular principle as the Menai Railway viaduct only vastly stronger, as each compartment is only 0 10 the length of that suspension tube. Her bottom is also constructed of two segments of very oblate ellipses—about six feet on each side of the mesial plane being almost flat, and, as all the world knows, unprovided with keel.

"Now, suppose on her voyage out to Portland, (which implies on an average a W. S. W. course,) she happens to be struck by a gale from due North. It is obvious that, if the Great Eastern is rigorously kept on her course, the trough of 600 feet wide, over which she is suspended, will not be spanned by even her great length, inasmuch as she crosses it diagonally.

Now, I contend, as the wave catches her beneath the quarter, where, from her great sharpness forward, she is rather inclined to be lean, she must roll, and, having no keel, it will be a very severe roll—not in the mostest degree dangerous, but still quite enough to discompose a landsman.

In the second place, suppose she is coming before a heavy gale of wind, it is equally manifest that a modification of the foregoing will take place, the difference being that, instead of a rolling, there must be what is technically called a "scending" motion, with the certainty, in case of a short sea, of a very severe shock to the stern post, though, I repeat, her great strength makes this comparatively unimportant. I am only speaking of her as a comfortable ship in a very heavy sea.

Suppose, thirdly, that, still sailing from Holyhead for Portland, immediately after rounding Malin Head or Cape Clear, she should happen to encounter a westerly gale, which is likely, for the time it lasts, to kick up quite as high a sea as any other; the sea will catch her on the starboard bow, while her stern is still descending into the trough. As, however, she will be advancing at a rate of about ten knots, she will burst through the wave quite unbroken, it is true, rolling majestically enough from wave to wave.—As, however, the waves will pass her with their own velocity of about thirty miles an hour, plus her speed of twelve miles an hour, in all forty two miles an hour, there will be a tolerable lash of spray.

When a ship is lying to in a heavy sea, a dexterous manipulation of the wheel will keep her comparatively dry. Let her fall off but a single point, and, even though she has bare steerage way on her, stand by for a green sea. Such was the case with the America when she had to put back some three years ago. The height out of the water of the Great Eastern, and the concavity of her upper lines forward will prevent her taking a sea on board, but she will be covered with spray forward as far nearly as the paddle-box.

The peculiarity of build already noted in her bottom, will prevent her being turned, in the event of any sudden emergency, such as she is likely to meet among the coal ports of the Eastern seas, or the crowded water highways of our own sea-girt isle, except at an expense of steward's crockery, painful to contemplate. To unpractised voyagers I should explain that the same principle in natural philosophy which makes a circus horse lean towards the centre of the ring causes a steamship to do the same, if suddenly compelled to veer at a high angle to her previous course. I repeat, the strength and proportions of this noble ship are such as to preclude the idea of danger; but, as to absolute freedom from motion, a sea abeam of only 250 feet from crest to crest (i. e., a sea of right angles to her direct course) will certainly cause her to roll, and having no keel, she will roll worse than usual.

Old Ocean is proud of this splendid specimen of enterprise, but he is not resigned to being utterly ignored by young ladies and seedy dandies; nor will he, even at the price of a big ship, submit to be ridden over roughshod. Let us be content with an average of twenty miles an hour, a safe route to our Eastern possessions, and exemption from motion, save in exceptional cases, and let us bid the good ship "God speed," and with spirited officials, from the chairman and Captain Harrison downwards, a pleasant, rapid voyage, and a great commercial success.

I am, sir, your obedient servant,

YATES OF ANTE FACTUM.

☞ Two mills in Kanawha county, Va., are manufacturing 1200 gallons of coal or kerosene oil daily.