Wm. H. Bayne, Editor and Proprietor.

FAYETTEVILLE:

Saturday Morning, May 2, 1846. CUMBERLAND COUNTY CANDIDATES.

Senate. - DR. THOS. N. CAMERON. Commons. | DUNCAN SHAW, GEO. W. PEGRAM.

Agents for this paper in N. York. Mesers. Mason & Tuttle, 38 William street, and Mr George Pratt at the Morning Telegraph Office, 164 Nassau street, are authorized agents for obtaining advertisements and subscriptions for the North Carolinian, in New York.

MR. LEAK'S APPOINTMENTS. Pittsboro, Chatham county, 12th May, 14th " Raleigh, Chapel Hill, 16th 18th Hillsboro, " Yanceyville, 20th Wentworth, Rockingham, 23d Greensborc, 26th 25th Asheboro, Troy, Monigomery, 30th

APPOINTMENTS OF MR SHEPARD. Mr Shephard will address his fellow-citizens of the State, at the following times and try true, to wit : that if Congress had promptly in the following places, to wit:

Waynesboro', Wayne, 5th May, Wilmington, New Hanover, 9th May, Smithfield, Johnston, 13th May.

The Standard having published Mr Leak's proposition in its last number, and Mr Shepard having accepted the proposal, we thought it best to withhold the communication of " A Democrat," and we hope he will coincide with us.

MAY DAY came in mildly beautiful, and screne. The usual pleasing accompaniment to this day, the crowning of the Queen of May, was not performed. The Independent Company made their Spring debut in summer uniform, which gave some life to the day; and in the evening there was a gay party at Briggs' Hotel.

Mr Leak addressed the citizens of Anson Great Britain. at Wadesboro on the 29th ult. - Mecklenburg at Charlotte, on the 2d of May, and will proceed to Lincolnton on the 4th-Statesville on the 5th - Lexington on the 6th - and Salisbury

MESSRS SHEPARD AND LEAK.

The Mecklenburg Jeffersonian expresses great satisfaction at the recent proposition of Mr Leak to Mr Shepard; teturns Mr Leak hearty thanks for making it.

A correspondent of the Jeffersonian writing about one-third of the country. from Iredell county, also calls for "a reconciliation." This correspondent, however, thinks Mr Leak wrong in persisting against the nomination of the Central Committee; although he says he would have preferred Mr Leak to Mr Shepard, at first. He complains that Mr Leak bantered the Committee through Judge Strange, by declaring that he was " a candidate in good faith, and would in no event be driven from the step he had taken, by any nomination they might make."

"This is not the creed of democrats," says the Jeffersonian's correspondent, and we agree with him perfectly. The only extenuating circumstance about this declaration is (we believe) that Mr Leak considered him self unfairly treated, and spoke under excited feelings. We presume this was the case.

At all events, there was no candidate in the field when Mr Leak announced himself agreeably to the nominations and calls of some five or six counties, and immediately records of the Department of State. We rethereupon, the Central Committee nominated Mr Shepard. Of course, each one thinks his pretensions more valid than the other.

At a democratic meeting in Cleaveland dates for the Legislature, a resolution was passed, expressing the opinion that Mr Leak ought to withdraw. In Ashe county, also, the same wish was expressed. Also in Lenoir.

## PROPOSITION ACCEPTED.

We were gratified to see by the last Standard, that Mr Shepard has accepted the proposal of Mr Leak to refer their respective claims to the Central Committee. Mr S. rejects the proposal that both should retire from the canvass until the decision is known; but that is of minor importance.

O. Watson has notified the Committee to meet in Raleigh on the 18th of May; and such as cannot go, are earnestly requested to write to Dr. Watson expressing their prefereace between the two candidates.

The eclipse of the Sun on last Saturday was not seen here distinctly on account of the light clouds passing. It is said to have been the largest one that will be visible in the United States for S years.

We see by the Wilmington Journal that Wm. be expected. The last news the English had now go to. So long as the respective rivers S. Ashe, Esq, has been nominated by a from the United States, they considered pa- down which those naval stores are now carover in the Senate of the next Legislature. to think a war at all probable. Thus ends will the produce take that direction, for it pays and Edward D. Hall and Thos. Williams in the Commons.

We should say that the Convention have chosen a good ticket. Mr Ashe is well known all over the State, and can ably represent his county. Mr Hall we have not the pleasure of knowing, but Mr Williams is a young man of talents, and very popular, we believe, in his

STATE OF THE QUESTION.

We have no doubt that the true state of the Oregon question is contained in the following paragraph, taken from the London Times, brought by the last arrival:

"It would have been premature and ill- weight and value : timed for Mr Pakeuham to anticipate the "action of Congress" (as they call it in the U. States) by offering an ullimatum, or any other proposal, at that particular moment. But as soon as the decision of Cougress, and the course which the President is prepared to take upon it, are officially known, we have no doubt that Mr Pakenham will be furnished with instructions to enable him to meet the emergency with conciliation and with moderation, but without the slightest surrender of the dignity or the interests of this country. Now allow us to make a calculation also, At present no such final instructions have been called for by the state of the question."

We have no doubt that the Times speaks knowingly, and that the British government has only been awaiting the termination of the measure of notice, and that now the matter will be settled with "conciliation and moder-

The American Congress have been five months deciding upon this measure, and thus kept off for a much longer period than was necessary, the settlement of the difficulty. This makes the common opinion of the counpassed the resolutions for notice, the Oregon question would have been amicably settled before this.

## CONGRESSIONAL.

Final action on the " Notice."

On Thursday the 23d, the Senate Committee of Conference reported to the Senate that they had met the Committee from the Ho. of Representatives, and the two Committees unanimously agreed to sanction the preamble and resolution substantially as passed by the Senate, the only difference being, that must be through the capitol of North Carolina one of the resolutions is changed to a preamble, and in the next resolution, the words "renewed efforts" are stricken out, as the House did not wish it to read so that it could be implied to mean an instruction to the President to renew the offer of the 49th degree to

So that this great measure which has occupied the American Congress so long, and cost so much wind and money, is at last consummated. Great Britain has got "notice to quit" in 12 months, and retire beyond the limits of American Oregon, and confine her citizenexclusively to British Oregon, if they can find such country, which, however, Uncle Sam does not acknowledge to exist, but is willing for the sake of peace, to give them

This form of the notice passed by a vote of 42 yeas to 10 nays.

In the House, the report of the Committee of Conference was received, and the amended notice passed by 142 year to 46 nays; all the North Carolina delegation voting for the amended notice, except Mr Reid, who was opposed to the result of the Conference.

The bill has been signed and the Notice will be given forthwith.

mittees appointed to investigate. In the House of Representatives on the

27th ult., Mr Ingersoll preferred three specific charges against Mr Webster, to wit:

Unlawful use of the secret service fund. -Misapplying a part of that fund to corrupt party presses .- Leaving the Department of State a defaulter to that fund.

These charges Mr Ingersoll sustains by documents, vouchers, letters, &c., from the ceived the Union too late to publish the affair

The House appointed two Committees, one to make inquiry how Mr Ingersoll of county, for the purpose of nominating candi- tained access to those papers, and another to inquire into the truth of these charges, with a view to the impeachment of Mr Webster. should they be sustained.

John A. Rockwell; three whigs and two democrats, for the first investigation, and Messr-Petit, Viuton, Jeff. Davis, D P King, and Wilmot; three democrats and two whigs, for the latter investigation.

It will be recollected that Mr Webster said when the Harrison administration went into office, that a "set of NEW BOOKS ! In accordance with the above, Dr. Josiah were to be opened. Mr Ingersoll, it appears, God forbid, it would be better for its citizens has been overhauling these "books," and is likely to convict Mr Webster of " false en-



FOREIGN. - The steamer Great Western arrived at New York on the 28th, bringing Sampson and Robeson, we do not think that news to the 11th of April. In relation to Ore- any one has intimated that they will be car-NEW HANOVER CANDIDATES \_\_ gon, every thing looks as peaceable as could ried to any other market than the one they all the whig cry about war and its horrors!

a penny. Corn was also in demand and on

The money market and money matters were easier.

Quintin Busbee, of North Carolina, has been appointed a Purser in the Navy of the United States.

THAT RAILROAD.

We take pleasure in copying the following article from the Raleigh Independent, which is written evidently by a gentleman conversant with the subject, whose statements are of

INTERNAL IMPROVEMENTS.

Mr Editor: You copied the article signed "Candor" in your paper, from the Wilmington Commercial; the object of the writer appears to be to confound the public by the vast difference in the cost of a connection between Raleigh and Camden and Wilmington and Camden. He says, from Camden to Wilmington, will cost \$1,420,000, whereas from Camden to Raleigh will cost \$1,720,000. grading \$500,000; thus making \$2,520,000.

The distance from Raleigh to Fayetteville is by railroad route, 50 miles; a calculation by a man of practical ability, estimates the cost of this road at \$400,000, exclusive of the motive power, &c. that is at Raleigh ready at any moment. The Gaston Road, it is believed, may be purchased from the State at \$100,000; thus, then, we could have a read from Guston to Fayesteville 136 miles long costing in operation, \$\$00,000, and on the great Metropolitan route, the cheapest road in the world, for the distance. Continuing along from Fayetteville to Camden by way of Cheraw is 120 miles. We say, this road can be laid down at the rate of \$10,000 per mile makes \$1,200,000, (we will however, allow it to cost \$1,500,000) then the whole line from Gaston to Camden will cost \$2,300,000.

Now the line of road from Weldon to Wilmington, cost about \$1,600,000. The line from Wilmington to Camden, says the writer we estimate to cost \$1,420,000; thus making the whole line from Weldon to Camden by way of Wilmington cost \$3,020,000, a difference of \$720,000.

We are of the opinion that the Legislature of North Carolina will not grant a charter to pass by Favetteville, and we mistake the character of South Carolina if she will suffer cheraw to be neglected. The route is and to Fayetteville, one of the largest market towns, thence to Cheraw.

We admire the spirit and enterprise of the citizens of Wilmington. Would that our fellow citizens of Fayetteville manifested more of this good spirit. Would that these could be aroused to the importance of her welfare and her interests. A town with her natural advantages wants but a united, zealous and energetic population to advance in wealth and importance.

Located in a region abounding with the best water power, the finest supply of pine timber for Lumber and Turpentine; enterprize is all that is wanted.

Will not our sister town of Fayetteville and our fellow citizens of Cumberland awake to the importance of the present state of things. If they lose the chance of securing the rail way from Raleigh now, it is lost forever.

## RALEIGH, WILMINGTON AND FAYETTEVILLE.

Every good citizen must deprecate all at tempts made through the public press, either by editors or their correspondents, to excite among the different towns of North Carolina, an unworthy rivalry, founded in selfi-hness

With this sentiment predominant, we have carefully avoided, in discussing our Railroad project, all language calculated to offend the Charges of corruption preferred, and Com- citizens or depress the interests of any of our

> Nor are we charging any press or its cor respondent with having done so. We speak merely of what our course has been and what the proper course in such discussions is.

> But we set out to answer a few remarks of a correspondent of the Wilmington Commer cial, who does injustice to Raleigh and Fay etteville, under a misapprehension of facts; for we do not suppose he would wilfully do it

In an article two and a half columns long, in that paper of the 28th ult., speaking of the relative advantages of a road to connect with Camden, by way of Wilmington and one by way of Fayetteville, the correspondent " Candor," near the close of his article, asks "what equivalent is it proposed to offer " for breaking down the town Wilmington, by the leagueing The following are the Committees: Messis of Fayetteville and Raleigh; and "what price Schenck, Dobbin, McIlvaine, Stanton, and will be paid to the citizens of Cumberland, Robeson and Sampson, for their Naval Stores," &c. &c.

The commercial importance of Wilmington must be based upon a most false and slender toundation, indeed, if the building of a Railroad from Raleigh to Camden can "beak it down." And if such were the fact, which not to publish it to the world. We cannot look upon the assertion as anything less than preposterous, that the thriving town of Wilm. ington, the only outlet for the wealth of the whole Cape Fear country, made so by nature, not to be altered by art, should be "broken down" by a Railroad from Raleigh to Camden.

As for the naval stores of Cumberland, no tall on the rivers. In this respect we think Cotton had improved in price an eighth of our Wilmington friend is conjuring up only imaginary evils, like a frightened man who sees a ghost in every bush.

As to what "equivalent" it is proposed to give, we do not think it is a rightful question. If the citizens of Fayetteville and Raleigh de-

public, even the General Government, are calling aloud for the extension of this road

Candor" would give us room to believe is gent readers of the Commercial. the case, though we hope the town of Wilmington entertains no such feeling. It is so ordered by Providence, (whether fortunately or unfortunately, may admit of argument,) that there are various conflicting nterests in the affairs of this life, subjecting all to favors and reverses in fortune, and we must take them as they come. Wilmington has her road; Raleigh has her road; they have injured Fayetteville in some measure; but she has stood up under it without grumbling, and now Fayetteville wants a road, and

it would appear that she has to encounter op-

position in the cry of breaking down Wilm-

have the right to build it if we can, without

ington, which cry we think is without the least foundation.

But to return to the "equivalent." We think there is an "equivalent," at least in part, for whatever injury our road may be to Wilmington. That "equivalent" consists in the fact, that should a road be constructed from Raleigh to Fayetteville, merchandise for all the country within one bundred miles of Fayetteville, can be brought to Wilmington and up the Cape Fear, and transported to its destination, cheaper than by any other route; and therefore, the transportation will take that course. We think that of this there is little or no doubt; and if it is so, is there not an "equivalent!" Again: all the turpentine, cotton, and tobacco, and other produce which the road brings here, must go to Wilmington. seem, as is no doubt the case, that Wilmington would receive at least half the benefits, if

If our Wilmington friend would look at the benefits to accrue to his town, instead of conjuring up imaginary injuries, his opposition would be moderated.

The Wilmington Commercial desires that the "Raleigh and Fayetteville Press" should copy the article of "Candor," and it will republish any a ticle that we may desire. We have no objection to doing this; and therefore we publish "Candon's" article to-day, with our answer to it; which we would like the Commercial to republish, to make us even.

First, with regard to the distance : ' Candor" contends that by the Map, the distance from Fayetteville to Raleigh, in a straight line, . 54 1.2 miles. We think that a map is not the best guide to go by in measuring distances; the persons who live at and near certain places, may be supposed to know more about their distance apart, than those who live it another section. The Post Office book, which is generally correct, puts the distance

But that is of minor importance. We will go to the next assertion of "Candor," that this direct line would cross 12 branches of creeks, 1,000 lbs. spikes, at 5 cts. and the Cape Fear river three times, and up- 2,112 sills or cross-ties, at 20 cts. per and lower Little River, each once. Now, 31,680 ft., board measure, 3 by 12, subno one ever thought of running a direct line Expense of laying down road, from Raleigh to Favetteville, but a route is contemplated which will shun all these branches and ricers, by maning on a ridge where no grading of importance will have to be done; whereas "Candor" in his estimate allows \$12,000 per mile for grading! We doubt if it would cost more than that to grade a road over the hills of New Hampshire! Take off this preposterous charge, and the estimate of the actual cost varies from this sum, I have no

from Raleigh west 6 miles, thence down a lagree with me. ridge towards Cape Fear, (level all the way,) Neill's Creek, and strike the ridge divid- can see no bearing they have upon the esti ing Cape Fear and Black River, (crossing mate of the cost of a connecting link, excep-Creek, a small stream a few miles north of timated at \$800,000; but it cost \$1,500,000. Fayetteville. Another route is to cross the If I am mistaken, I would be obliged to "A" Cape Fear at Fox's Islands, where a bridge to set me right. To aid him in the compari can be built for less than half the money it son of cost, I here append the estimated and would cost at any other point; and from Fox's the actual cost of the Wilmington Road, in Islands, there is a route already graded the opposite columns: whole distance to Fayetteville, it being the route contemplated for a canal, some years Excavation & embankm'ts,\$385,624 46 316,320 62 ago, but which was abandoned. The difference in distance between these two routes being 15 miles, in favor of the last mentioned. These are facts which cannot be refuted. We

"Candor" also tries to impress the belief that the estimated cost of Internal Improvements is always far below the actual cost : out he is unfortunate in substantiating his position, when he quotes the estimated and cost of about \$7,200 per mile. actual cost of the Wilmington fond; for it Now, if that road cost but that money then, it could be built now for one third of the 156 95. True, but the balance over the above it could be built now for one-third of the 156 95. True, but the balance over the above

neighboring town, we cannot see that that deep indentations." Now many of these face of the country from Fayetteville to Cam- ville, N. C., and Dr A. MALLOY, Cheraw.

Fayetteville never asked an equivalent from with the two hands, if our information be cor- etteville, we cross Ellis' creek, Beaver creek. Raleigh and Wilmington, when those towns rect; and as to the "hilly country," we have Little Rockfish, two branches of Big Rock. got their roads, although the State helped it from those who have travelled the road, that fish, three of the Raft Swamp, two of Lumber them to build them; and they both wrought it is almost a dead level; there being but one river, one of Shoe Heel, two of Leith, two of

ness, the great mail and passengers used to We have now got through with "Candor," of Three creeks, Great Pedes river, four come through here; a good deal of the trade and will conclude by asking him one question, branches of Cedar creek, two of Black creek. of Sampson, Duplin, Wayne, Edgecomb, and which we rather guess he will answer as the two of Lynch's creek, one of another Black other counties, used to come here, that the Yankee does, by asking another. It is this : creek, and two of big Pine Tree-making, Wilmington road has cut off; the trade of "Candor" says that the road from Raleigh to in all, thirty-one streams through the bill-Orange, Person, Granville, Warren, and other Fayetteville, being over a hilly country, 60 country, where they make deep indentations. counties has been cut off by the Raleigh miles, will cost \$1,153,943 60. Now, if that With these facts before "A" and his " practiroad. Yet Fayetteville asked no "equivalent" 60 miles costs all that money, how is it that cal man," I hope they will be candid enough for all this, but bore it with resignation, as we he builds a road from Fayetteville to Camden, to admit my former estimate for 40 miles of have to bear those changes that are brought 120 miles, over "hilly country," for \$1,366,about by time and concurrent events. And 056 40? For be it remembered that he estimiles south of Raleigh. And I here again now, the time has come when not only Fay- mated the whole cost from Raleigh to Cam- with confidence repeat, that a Railroad from etteville, but Raleigh, and the whole travelling | den at "rather above than below \$2,520,000."

The editor of the Carolinian has taken much pains in writing the above article, and constructed from Wilmington at my former from Raleigh to Camden; and we certainly consulting sources of information that can be estimate of \$1,420,000. relied on, for the very purpose of following giving any "equivalents;" and indeed, it is to the advice of the Commercial to "let the peo- to "A" for further discussion .- First, supbe regretted that we should be even looked ple act understandingly," and for the further upon with a jealous eye, which our triend purpose of laying our case before the intelli-

The following is the communication "Candor," the first portion of which we omit as not relevant to the immediate subject under and Naval Stores about which he talks so eloconsideration:

From the Commercial.

" A" has attacked my estimates of a Railroad from Raleigh to Camden. I hope he has not been actuated by a disposition to distort facts; yet the inference might fairly be drawn. He sets down the distance from Raligh to Fayetteville at 50 miles, and invokes the aid of a practical man to assist him in constructing a Railroad between the two places for \$400,000. It is perfectly fair to distrust an estimate made upon false premises. A direct line from Raleigh to Fayetteville, measured on the most accurate map, gives a distance of 541 miles; and in this direct line, beginning at Raleigh, you cross two branches of Walnut creek, two of swift creek, four of Middle creek, one of Black creek, Cape Fear river three times, Upper Little river, two branches of Anderson's creek, and Lower Little River-in all, sixteen water courses, besides a number of smaller streams not delineated upon the man. Now I would suppose that no "practical

man," acquainted in the least with the science of Engineering, would be so verdant as to run a Road so as to cross a large river, such as the Cape Fear, three times; but he would deflect to the right or left, and select some more favorable line. This would necessarily add to the distance. I think, therefore, that, for practical purposes, it would be safer for any man of "practical" skill to put down distances a little over, rather than under, the mark; as, if he has any practice and experience in the con-truction of Railroads, he most know that stockholders prefer knowing the worst at once, to being imposed open by talse estimates. I do ve ily believe that this kind of humbug has done more to retard imp ovements in our State, than all the other causes combined. I would, therefore, respect fully suggest to "A" and his "practical man," to set down the distance from Raleigh to Fay etteville at 60 miles. (The distance by stageroad, which is as direct as the face of the country will admit, is 62 miles.) With 60 miles, therefore, which will come much nearer the truth than 50, I recommend to " A" and his "practical man" to begin their estimates anew; and, to aid them in their work, I have taken some pains to collect a little information, which is here offered for their use. This estimate is based upon an iron rail of 50 lbs to the lineal yard, which is the lightest that

experience has proved to be useful. Iron rail for I mi'e, 50 lbs. to the yard, 78 4-7 tons at \$75, 100 00 Proportion to do. for turn-outs, 4,586 lbs. cast-iron chairs, at 4 cts. 183 56 422 41

To this add, for grading and bridging on the line from Raleigh to Fayetteville, 12,000 00 (average per mile,)

\$19,265 76 Now multiply this sum by 60 miles, and on have the sum of \$1,152,943 60-and if . Candor" approaches very near to the esti- practice or experience if it is not found to be mate of "A" which he finds so much fault with, more, rather than less. And it "A" will In fact, there are two routes that can be run take the trouble to travel over the country, if without any grading of importance. One is he has any "practice or experience" he will

As regards the cost of the Raleigh and then deflect to the east, and cross the head of Gaston Road, and the Wilmington Road, I the head of Stewart's Creek and avoiding all to sustain my estimates of the cost of a Road furnished, unless he can, in either case, exother streams) which ridge runs the whole through a hilly country. If I mistake not, the change to means in his hands for gold and distance to Fayetteville, crossing only Lock's Raleigh and Gaston Road was originally es-Estimated. Actual.

> Superstructure, rails, sills, 582,085 34 373,663 44 knees and Iron, 120,340 00 166,961 16 Warehouses and waterstations on the line, Pay of Engineers, includ'g 40,000 00 66,991 45

13,950 20 16,262 60 Land damages, 1,159,003 00 1,162,365 44 Which, for a little over 1611 miles, gives

The Raleigh and Gaston Road of 84 miles County Convention, to represent New Han- cific, and but few in that country now appear ried, continue to run down stream, so long that they approach each other as near as could equal to \$17,857 per mile, —And these roads all the affections of the Lungs and Liver. That be expected. That road, it will be seen, cost were constructed with iron of nearly the same scores now rejoice in the possession of good health only "about \$7,200 per mile," according to weight; if there is any difference, the plate who, but for this Balsam, would have been in their Candor;" and it must be recollected that it rail on the Wilmington road is the heaviest. was built at a time when labor and materials With such facts as these, I would ask if they this invalvable medicine has been imitated under were at least 33 per cent higher than now. do not sustain my estimates of cost? It may various names, and that Dr Wister's genuine Bal-

> was steamboa's, &c., &c. Following "Candor" from Fayetteville to And now that we have gotten through this in young females it stands unrivalled -- as it does for Camden, we find him crossing "31 streams, comparison of costs, I would ask "A" to all diseases of this climate. sire to have a road, and that road injures a through the hilly country, where they make take a map, and let us take a glance at the For sale by S. J. HINSDALE, Fayette-

town can ask an equivalent for the injury. | "streams" that he speaks of, can be spanned | den, S. C., in a direct line. Leaving Fav. injury to Fayetteville in some degree; as wit- long elevation deserving the name of "hill." | Gum Swamp, two of Beaver Dam creek, one this distance, with which to close up the 100 Raleigh to Camden will rather exceed than fall short of \$2,520,000, and that one can be

And now I would suggest a few questions pose the citizens of Fayetteville should so far forget their own interest as to league with the citizens of Raleigh to destroy the Wilmington Railroad, and break down the Town of Wil. mington, what equivalent is it proposed to offer? How much of the Timber, Lumber quently, will be carried on the Metropolitan Railroad? And what price does he propose to pay the citizens of Cumberland, Robeson and Sampson, and other counties adjacent to the Cape Fear in Raleigh, for these important articles of the trade of our State? The people should be enlightened before they are called upon to destroy their present market town. to build up the Metropolis. - And, secondly, L would ask, in case of a foreign war, what advantages does this Metropolitan road offer over a route by Wilmington? If a foreign enemy should invade the State, is it not likely that he would visit the sea-coast before he reached the mountains? I have more questions to ask, but should like to have an an-CANDOR. swer to these first.

The following are the main provisions of the Sub-Treasury Bill as passed by the House of Representatives, by a vote of 126 to 67:

Sec. 5. Provides for the appointment of receivers general, to hold their offices for the term of four years, at the city of New York, at Boston, and the city of St. Louis.

Sec. 6. Provides that receiving officers of customs and of lands, and all postmasters, with certain named exceptions, shall keep tho money paid in to them, without using it, till the same is ordered to be transferred or be paid out.

Sec. 9. Provides that all receivers of publie money within the District of Columbia shall, whenever directed by the Secretary of the Treasury, or Postmaster General, pay the money received by them into the Treasury: and that all receivers of public money elsewhere, shall pay the money received by them o the receivers-general, at least as often as once a week.

Sec. 10. Provides for the transfer of the public money upon the order of the Secretary of the Treasury.

Sec. 15. Makes it the duty of the Secretary of the Treasury, with as much promptitude as the convenience of the public business and the safety of the public funds will permit, to withdraw the balances remaining with the present depositories.

Sec. 17. Directs the manner in which the books shall be kept, &c., and provides that any loaning of the public money or conversion of it to private use, shall be adjudged an embezzlement of such money, which is declared to be a felony, punishable, on conviction, by imprisonment for not less than six months, nor more than ten years, and a fine equal to the amount of money embezzled.

Sec. 19. Provides that after the 30th day of June, 1846, one third part of all duties, taxes, sales of public lands, debts, and sums of money account or becoming due to the United States shall be collected in the legal currency of the United States; and from and after the 30th of June, 1847, one other third part shall be collected in such corrency; and after the 30 h of Jane, 1848, the remaining one third part shall be so collected; and from and after the last mentioned day all payments of government due or of postage shall be in gold and silver only.

Sec. 20. Directs all payments made by every officer or agent of the government, after the last mentioned period, to be in gold and

Sec. 21. Forbids any exchange of fundby any of the officers or agents of the govcrument other than an exchange for gold and silver; and directs every disbursing officer, when the means for his disbursements are furnished him in corrency legally receivable. to make his payments received for the drafts

silver at par. Sec. 28. Makes it the duty of the Secretary Tthe Treasury to issue and publish regulations to enforce the speedy presentation of all government drafts, and prescribe the time in which all drafts shall be presented for payment ; and to guard, as far as may be, against those drafts being used or thrown into circulation as a paper currency, or medium of ex-

Sec. 24. Fixes the salaries of the receivers general, &c. The receiver general at New York is to be paid \$4,000 per annum; at Chaleston \$2,500, and at St. Louis \$2,500, &c

FACTS TO BE REMEMBERED. - That Consumption is always produced by a cold that might easily he cured, That Wistar cute any cough or cold, no matter how long standing. That the milder form of Consumption itself is also cured by this Balsam. That it is conceded graves-having been given up to die by their stage - what no physician has ever achieved - and has never been known to fail. For delicate health