

Wreck of the Emigrant-Ship Taylor.

BOUND FROM LIVERPOOL TO AUSTRALIA. Loss of three hundred and fifty lives.

The Taylor left the Mersey, Jan. 19th, having on board about 660 souls, including crew and passengers of all ages.

By the time she had sailed the weather of it for some hours until she got off Holyhead, when the wind headed her, and she struggled against an adverse gale during the entire of Friday the 20th, and Friday night.

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ly out, and, after struggling a short time, sank. The next person who jumped from the vessel made good his footing, and was followed by several others.

The most desperate struggles for life were made by the wrecked passengers—great numbers of women jumped overboard, in the vain hope of reaching land, and the ropes were crowded by hundreds, who in their eagerness, terror, and confusion, frustrated each other's efforts for self-preservation.

The ship's stern now began to sink; the ship made a lurch, and all the ropes were snapped asunder. The scene now was most harrowing. Every wave washed off scores at a time—we would see them struggle for a moment, then, tossing up their arms, sink to rise no more.

The surgeon of the doomed ship, Dr. Cunningham, was remarkable for his efforts in endeavoring to save, first the lives of his own wife and child, and also the lives of his fellow passengers; and it is one of the most melancholy features of this disaster, that the intrepid man lost his life in endeavoring to save the lives of others.

The GRICE AFFAIR.—The Fayetteville Argus of Wednesday, speaking of the removal of Mr. Grice, for 35 years the Master Blacksmith in the Gosport Navy Yard at Portsmouth, Va., says:

"Why should Mr. Dobbin be censured for turning him out of his stall, even if no charges at all had been preferred against him? He was in for thirty-five years and that is a pretty good term for any man to hold office."

The Raleigh Standard of the 15th says: "We learn from a friend at Goldsborough, that he passed with Gov. Morehead, Mr. Dorch, Mr. McKee, Mr. Mendham, and others, a few days since, over the Central Railroad from that place to the end of the iron, fifteen miles, and within seven of Smithfield. They left Goldsborough at two o'clock and returned at four. The road is said to be equal to any in the country. The contractors, Messrs John C. McKee & Co., are driving ahead as rapidly as possible, and expect to get to Smithfield about the first of April. A fine new locomotive and cars will be in readiness by that time."

News from Europe.

The American steamship Pacific, so long expected for several days past, arrived at New York on Thursday afternoon, from Liverpool, bringing dates to Wednesday, Jan. 25th, four days later than the advices by the Arabia.

ENGLAND.—Another famine is threatened in Ireland. Provisions are enormously high, and prices are still going upwards. In some districts of Limerick the people are suffering deplorably for want of food.

FRANCE.—Mr. Mason, States minister to France, has arrived, and has presented his credentials. The Senate and Legislature are convoked for February 27th.

ITALY.—PREPARATIONS FOR WAR.—The threatening aspect of eastern affairs is having its influence in Italy. The Piedmontese government is especially active, and is filling all its magazines and magazines with provisions and stores. It was whispered that a secret treaty, offensive and defensive, has been concluded between France and Sardinia.

SPAIN.—MADRID, Jan. 16.—It is said that Mr. Baroa de Meer will be dismissed from the presidency of the Supreme Court of War and Marine for his hostile vote in the Senate.

THE EASTERN QUESTION.—Near Galatz the Russians are evidently preparing to invade the Turkish bank of the river. On the 12th the Russian general, Engelhardt, crossed the stream unopposed, with 2,000 men, and ravaged the country between Matschin and Isaktha, where the Danube describes a semi-circle opposite Galatz.

RUSSIA, it appears, will issue letters of marque, in the expectation that it will inflict "great damage on English trade in America."

THE VERY LATEST.—Advices from London state that the latest intelligence received (on the morning of the sailing of the Pacific) by the London Times was to the effect that Mr. Lear had not proceeded to extreme measures on learning the entry of the allied fleets into the Black Sea.

It was telegraphed from Vienna that it had transpired that the Czar's final reply would be a contemptuous refusal of the Vienna note; also referring Turkey to Prince Gortschakoff for further particulars, and asserting, positively, that he will not give up one jot of Menschikoff's first demand.

White Basis.

The Wilmington Journal, in an article on Free Suffrage, says: "The method of obtaining it by Legislative enactment is the only one which is practicable for it is certain that since that white basis ground, assumed by Governor Manly and other advocates of a convention, no Convention, for this or any other purpose, can be called."

Will the Journal be good enough to inform us when and where Gov. Manly, or any other white in North Carolina, ever advocated the white basis? We take it for granted, that in speaking of amendments to the State Constitution, the Journal means "the white basis" of representation in the Legislature, and not that it intended to cheat its readers into an idea that Gov. Manly's favoring the distribution of the Common School fund according to the number of white children, had any connection with the Constitution or the basis of representation, either white or mixed?

Mr. REEFIN.—Dear Sir: I have received your note of this date, and in compliance with the request it contains, I make the following statement: On the occasion to which you refer, I understood Gov. Manly to say "that if he had the formation of a new Constitution for North Carolina, he would go farther in support of Free Suffrage than the gentleman himself" (Col. Reid), and "that white population should constitute the only basis of representation."

Again, I understood Gov. Manly to be illustrating the inequality and injustice of the Federal Basis of Representation, when he said that 800 men in Onslow county were equal in political power to 4000 men in some of the western or mountain counties. And again, I understood Col. Reid to ask Gov. Manly how he could advocate so great a change in our State Constitution, when it was not mentioned in the Resolutions of the whig convention which nominated him, as two years ago, on the subject of Free Suffrage.

With much respect your obt servant, R. GALLOWAY.

FEELINGS, Tuesday Jan. 24.—The Constitutionnel of to-day publishes the following expressions of the Czar: "When the Emperor learned of the entrance of the combined fleets into the Black Sea, he said: 'I expected the resolution taken by England and France, and I am not unprepared. When a battle is offered Russia, Russia accepts. She can afford to mourn the loss of a fleet, but not for the honor of the nation.'"

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CHINA.—The dates from Canton are to December 11th. Quiet prevailed at Amoy, and the constituted authorities had been reinstated. The insurgent army reached Ginchen at the end of October.

NEW YORK.—The Wilmington Journal, in an article on Free Suffrage, says: "The method of obtaining it by Legislative enactment is the only one which is practicable for it is certain that since that white basis ground, assumed by Governor Manly and other advocates of a convention, no Convention, for this or any other purpose, can be called."

Railroads vs. Canals.

Every well informed man is aware of the result of competition between Railroads and Canals in Europe. After the Darlington & Stockton Railway was completed in 1825, and the Liverpool and Manchester line begun, British canal stock fell; and though as usually happens in such cases, the decline was exaggerated, and a reaction followed, it never since gained the relative value it had before the introduction of railways. For the forty years previous to the establishment of a rival railway, the dividends paid to the stockholders in the Grand Junction Canal averaged \$9 10/3d per cent, when competition was set on foot, they fell to 5 1/2 to 5 per cent, and are now, we believe, much below that figure.

The reason is of course obvious. The distinguishing characteristic of commercial intercourse in the present day is rapidity of movement. We buy, sell, ship, carry, exchange in a tithe of the time occupied by our fathers. Time has become one of the chief elements of value and profit. In an article worth \$100,000 the gain of the loss of a day may make a difference of \$30,000. Hence the canals which were profitable enterprises, when vehicles drawn by horses were their only competitors, drop out of sight altogether when a rival springs up with powers of speed four times greater than theirs.

This is the history of all canals, as true of ours as of those of foreign nations. Our system of canals begun under the auspices of DeWitt Clinton some 37 years ago, has done wonders for the State of New York and this country. It opened up a magnificent tract of land, peopled it, and allowed it with vast wealth. It set the example of systems of internal improvement to the other States. It had no small effect in building up the city of New York. For these benefits its founders and promoters deserve our gratitude. But in process of time, as in all other countries, a new means of intercommunication, far superior to the canals was set up. Railroads built by private enterprise offered far greater facilities to the community; and though an attempt was made by the Legislature to avert impending ruin from the canals by interdicting the carriage of freight on the railways, this fictitious barrier soon gave way, and things took their natural course.

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Table with 3 columns: Fiscal year, Railroad Freight, Canal Tolls. Data for years 1850-1853.

PLANK ROAD.—We learn that steps have been taken to build a Plank Road from Haywood, in Chatham county, via Lockville, to Pittsboro. The whole of the stock has been subscribed, the company has been organized, the officers elected, and the survey is in progress. The contracts for grading are to be let out on the 4th day of March next. The distance is 10 1/2 miles.

SALE OF RAILROAD STOCK.—The Goldsboro' New Era of the 8th says: "While we go to press the sale of Stock in the Central Railroad is going on. The following sales have been made: 80 shares, said to be owned by Dibble & Bros., were purchased by C. P. Mendham at \$34 per share. 80 shares, said to be owned by R. Sturdy & Co., were bought by Geo. Green at \$24 per share. 80 shares, said to be owned by F. P. Latham & Co., were bought by Geo. Green at \$36 7/8 per share."

A new post office has been established in the western part of Randolph county, by the name of "Jones Mines," and Mr. John K. Lambeth appointed Post Master.

Important Experiment with Guano.

A valued friend, who has laid us under many obligations for original communications to our Agricultural columns, has permitted us to extract the following valuable information from a private letter which he received from Willis Benham, Esq., formerly of this District, and well known to most of our readers as one of the best Planters in the country. We are aware that it is not, in strict accordance with the sacredness of private correspondence to give to the public the contents of communications to private individuals, but our friend, who himself is a model farmer and agricultural economist, considers the experiments of importance to the whole planting community, and holding to the Divine doctrine, that no man has a right to "hide his light under a bushel," has concluded to lay it before our readers, as important information from one who all know can be relied on. Our excuse for giving the author's name is, that we believe the information would lose one half its importance without it.

I will now proceed to give you my experience with the article, and I do it presuming that you also have been dabbling with it, and I wish to compare notes. The land on which I used the guano, is what in this section of country we call hickory, orchard land, the principal growth being thick bark hickory, with some post oak and pine; the color of the soil, darkened, with very little sand; the quantity used was rather less than a sack, which was finely pulverized before using. About three weeks before planting, I had the land listed three feet distance with a large shovel plow and as deep as a good mule could pull it; the guano was applied immediately in the ratio of about 250 lbs. per acre, and a high ridge thrown on it with turning plows. It was planted on the 18th day of April, as was also the balance of the patch, (8 acres,) and cultivated in the same manner as the rest of the crop—and now for the result.

As soon as my crop generally began to show blooms, I counted on the first row, where I had used guano, 40 blooms; on the adjoining row, where no manure had been used, and found but 9—and now for the seed cotton.

Difference in favor of Guano, 40. I attended to the picking and weighing myself, and am sure that the above is correct. The rows are 173 yards long, and you will see by the calculation that 28 will make an acre, and 76 lbs. multiplied by 28 make 2128 lbs. 36 " " " 1005 "

MELTUM IN PARVO.—Walking through Washington street in haste, the other day, we came near running over a young gentleman, who as far as appearances went, might have been fourteen years old, certainly not older.

"Be careful, Bub," said we, "you had a narrow escape that time." The young gentleman straightened himself up, "Did I hear aright?" he laughingly inquired. "Yes, you call me Bub?" "Yes," was our astonished reply, "what then?" "I presume," continued the young gentleman, severely, "from the juvenile character of your salutation, that you are not aware what I am."

DR. McLANE'S CELEBRATED LIVER PILLS. New York, August 30, 1852. We, the undersigned, having made trial of Dr. McLane's Celebrated Liver Pills, must acknowledge that they are the best medicine for sick headache, dyspepsia, and liver complaint, that we have ever used.

COMMON SCHOOLS. The Committee will be ready to examine those who wish to become Teachers on 25th February, 1st, 2d, and 3d of March. EDWARD LEE WINSLOW, J. T. WARREN, WALTER A. HUSKE