

and direct dissolution in case of his election

-and if he had been elected, there is great

danger that such would have been the re-

sult, thereby practically illustrating the

wisdom of our warning scarcely two years

citizen thank us for the easy and quiet

mode pointed out for the riddance of such

a curse ? Would it not be better for us to

profit by the lesson while we can, than that

we should be forced to use more violent

VOLUME XVII.

Business Cards.

A LEX. P. SPERRY, WITH BELL, BROOKS, PACE & CO., Importers and dealers in Staple and Fancy Dry Goods, No. 89 Chambers, and 71 Reade St., New York. Dec. 21, 1865.

NDREW J. STEDMAN, Attor-A ney at Law, Having removed to Pittsborough, N. C., will attend regularly the Courts of Chatham, Moore and Harnett Coun-

828tf

Pittsboro' April 16, 1856.

W. D. REYNOLDS G. F. ANDERSON. NDERSON & REYNOLDS, Gro-A cers and Commission Merchants, No. Roanoke Square, Norfolk, Va. Pay active attention to the sale of Flour and other kinds of Produce, avoiding unnecessary charges, and rendering prompt returns. 32:1y

J. D. CUMMING. C. STYRON Cumming & Styron, Commission and

Fowarding Merchants, Wilmington, N. C. Special attention paid to selling Flour and all kinds of produce. Aug. 31, 1855-19.

D^{R.} A. A. HILL, RICH FORK, Da-vidson county, N. C.

R. JOHN SWANN, Has settled permanantly at Doctor Beall's Old Place, Jersey Settlement, and offers his Service to the Public. 42 tf.

NYE HUTCHISON, Commis-E. SION MERCHANT, Charlotte, N. C. will sell on commission, Cotton, Corn, Wheat and other Country Produce, in Charlotte, ments made on cosignments. REFERENCES.

Robbert Souter, jun. New York. 29 - 1y

PUBLISHED WEEKLY BY M. S. SHERWOOD & JAS. A. LONG, EDITORS AND PROPRIETORS.

TERMS : \$2.00 A YEAR, IN ADVANCE : \$2.50 after three months, and \$3.00 after twelve months from the date of subscription.

The Patriot and Plag.

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One dollar per square (fifteen lines) for the first week, and twenty-five cents for every week thereafter. Deductions made in favor of standing adverisements as follows : 3 MONTHS. 6 MONTHS. 1 YEAR. \$8.00 One square, \$3.50 \$5.50 Two squares, 7.00 10.00 14.00

Three " (‡ col.) 10.00 15 00 20.00 25.00 35.00 Half column, 18 00 For the Patriot and Flag. THE AMERICAN PARTY.

NO. V.

There are those I know, who would it nay be too late? There is another view of this subject charge us with being indiscriminately opposed to the emigration of foreigners of ev- that I would present, and as I do not know ery description to this country. This is that it could be more forcibly or concisely unfounded in fact, and cannot be shown expressed. I will give it in the language of from any rocognized Platform containing ex-Governor Smith, and to which I would

since.

the principles of our party. We never call the carnest and especial attention of have, nor do we now assume any such po- every Southern citizen. It is not the utsition. No, far from it; although positive- terance of a Wnig. but the honest senti- tion. Charleston, and New York, libetal advance- by determined that we will exclude the ments of a consistent and a distinguished pauper, the criminal and the convict from | Democrat whom his party in Virginia have

Joel A. Jenkins, Salisbury: Geo. W. Williams our shore. We offer our country-our long honored and been proud of. The & Co., Charleston, S. C. A. Hunt, Lexington: country as an asylum to the oppressed of Governor says: "I will never interfere

arresting the importation of foreigners .--

SPEECH OF MR. GORRELL. OF GUILFORD

GREENSBOROUGH, N. C., FRIDAY, FEBRUARY 20, 1857.

In the Senate, on the Greensboro' Danville Rail Road.

MR. SPEAKER :- My friend the Senator from Warren has designated this as a very important bill. In this sentiment I tully

Our statistics will show that the emigraconcur. I look upon it as one of the most important measures that will occupy the attion to this country in the years 1855 and tention of this chamber during the present '56 was nothing like so great as it was session of this General Assembly. And no in 1854. This has been attributed by matter what may be our final decission upon some of dur opponents to the rise and proit, time, the only true fortune teller of States gress of the American party, and some of and Nations, as well as of individuals, in after years, will proclaim its importance, them have even complained of it. If the with the benefits which will result from mild policy recommended by our party ts adoption, or the long train of evils which has exercised such a beneficial effect in so must follow its rejection. short a time, should not every American

le this bill is passed, we have it in our power to retain a large amount of lucrative ravel on one hundred and fifty miles of road through the western portion of our State. ninety four miles of which will be on the North Carolina Rail Road,-if it is rejected. that travel will be lost, not only to the North means in the future, and when, perhaps, Carolina Rail Road, but to the Wilmington

and Weldon road also. And after the current of travel is fully set on the Virginia and Tennessee road, some future legislature, by way of retrieving the error of the present, will with eagerness pass a charter for the Greensboro' and Danville connexion. But then it will be "too late," and the dismal cry of "too late" will be echoed and re-echoed from ocean wave to mountain top, by the victims of misdirected legisla-

The North Caroltna Rail Road is one of the best roads in the country, North or Sruth; it is equipped with locomotives and passenger cars in a superior style ; it traverses an interesting, and two thirds of E. Religious, Scientific, Standard, Prose dustrious foreigner, 'Come-we can give know foreigners who approve the policy of at one of our most flourishing towns in the the State, and the county towns of the most productive and wealthy counties in the interior, terminates at Charlotte, the queen robes of office. The country is ours, and cal question of high importance. The the 29th day of January, 1856, nearly one vear ago ; advertisement has been extensively made in the most prominent newspapers of the South, of its completion and of the South is one-third greater than that plated by this bill. readiness to transport passengers; neatly printed and framed advertisement have been hung up in all the hotels and public houses on the Southern line of travel, as I have been informed by one of the directors ; the cars have been run first in the day time. then in the night, and changed again 10 day; every effort has been made to induce travel, and still it is a rare sight to see a passenger on the North Carolina Road residing South of Columbia. Now sir, what is the cause of this state The effect of Know Nothingism is to turn of things ! why is it that the' Wilmington and Mauchester, and the Wilmington and Weldon road, which for most of the way passes through a monotonous region of pine and sand, much of the way through swamps and marshes, and a great portion of it over elevated tressle work, is patronized with a heavy through travel, and the North Carolina Road is neglected, simply because the former is 110 miles shorter than the latter, and sixty nine miles shorter than the N. C. and Raleigh and Gaston road. I have taken some pains to ascertain the length of the different lines of travel from the North to the South. My calculations have been made from the distances given in "Williams Travelling Guide of the United States;" a work published in Philadelphia during the year 1856. I find from it that the distance from Atlanta in Georgia to Washington City by Wilmington and greatly benefit us. Weldon is 835 miles,-the distance between the same points by the North Carolina Rail Road is 945,-the distance from the same points by the North Carolina and Baleigh the crown of her prosperity, but I see, and Gaston and Petersburg Road is 904 plainly see, that so far as the through travmiles; making a difference in favor of the el on her roads is concerned, " the sceptre Wilmington road over the North Carolina is about to depart from Judah," and if I road of 110 miles; and over the North can intercept it on its passage, and retain Carolina and Raleigh and Gaston road of it in my section of the State, in preference 69 miles. I am aware that these distances to letting it pass away from us entirely, I may not be exactly correct, but they give think I am doing "the State some us a comparative view of distances, upon service." This, I believe, can be done. which we may safely reason, and from which | By making this connection between Greensdraw correct conclusions. Here is a differ- borough and Danville, and another short ence of 110 miles in favor ef the Wilmings one between Aikin and Columbia, 8. C., of ton road ; and besides, this route takes the only 36 miles, we then have a shorter road great Southern mail, and these two causes than the Virginia and Tennessee rail road combined, will give that route the through as new finished, or soon to be finished; travel not only against the North Carolina we have the advantage in point of distance, Rail Road, but all other rail roads which | the distance from Atlanta to Washington cannot compete with her in these two im- city, by this route, being only 761 miles portant particulars. The mail will always Besides the advantage in distance, we have go upon the shortest route, and travellers the advantage in point of climate. J'rost will go upon it, because it carries the mail and snow and ice, in this contest, are our will show that the apprehension of this sylvania, to be used in the furnaces and

highly picturesque and romantic scenery, face" had ever made a track in the graat gia and Alabama How is it now? The where the works of nature are displayed American wilderness. A line which is North Carolina rail road, as I have stated with most attractive grandure. Running the nearest to an air line of any other up- before, was finished on the 29th of Janas it now does by Richmond, it has the ad- on which a road can be built between the uary, 1856. The number of boxes of tovantage of 59 miles in point of distance and North and South, a line which has figures bacco sent off from the station at Greens-

if left in its present course, would take the when finished will take the travel and hold last, the day of our meeting here; was through travel from North to South from it for all time to come in spite of all com- 7,307 boxes, which at 125 pounds to the that road. But it has not now got the di- petition.

rection which its friends intend to give it. it with the Virginia Central and Orange and freight from it, and carrying produce to Alexandria Rail Road, by which, instead of Richmond and Petersbug. Suppose this against Wilmington. I make this estimate from the same authority as that which I have mar.

If Senators will first examine their maps, furnish State aid in constituting a canal other sends sixty-eight thousand in an opthey will be struck at once, by a mere sixty feet wide, and seven feet deep, to posite direction, and at heavier costs. And glance of the eve, with the superiority of connect the waters of Currituck Sound with | what is the reason? Simply because it is this line over the Wilmington line. By the Chesapeake Bay, by which the produce cheaper to send it by this circu tutious route this, the traveller from South to North, is of 1500 miles of the navigable waters of than to wagon it to the N. C. Road. It going all the time in the direction of his ob- North Carolina is to be carried into Virgin- it less costly to feed the iron horses than ject-by the Wilmington route he is not ia, and this at the same time when we are the teams necessary to perform the transgoing in the direction of his object at all struggling at the expense of about two mil- portation. We have a few specimens here til) he arrives at Wilmington, but is going lions of dollars to build up a sea port town of what the N. C. Rail Road is losing for a part of the way in an opposite direction of our own at Beaufort. And in addition want of this connection. Is it able to make and another portion of it at right angles to to all this, there is a bill pending before the sacrafice and sustain the loss in travel. it. Suppose a traveller at Atlanta, going the other house, to construct a Rail Road and freight which this connection would

North, and I mention that point only be- from Edenton to Norfolk. Facilities are give it? I should suppose not. It never cause it is a central point, something like furnished to go out of the State with pro- has paid a cent of dividend nor a dollar of the hub of a whee', with rail roads like duce to all sections, except that one inter- interest. It is worth, or at least it has spokes radiating in every direction. Sup- ested in this connexion. Why should priv- cost upwards of four millions of dollars, pose a traveller of that point, going North, lilege be granted to one section, and denied and yet we are told that it is in debt and was shown a rail road map, and was told to another? Why should the people of the stands in need of \$250,000-that it has the distances of the two routes, would he Roanoke and Albemarle be allowed to carry tried in the State and out of the State for

derection, over the Wilmington road, and on its side, and nature on its side, and boro', up to the 3d Monday in November box, made a tonnage of only 4405 ton,

NUMBER 921.

But sir, another objection to this road is, yielding \$3,098,72 for transportation. "The It is entended to supply a link between that it leads into Virginia, and will injure destination of this tobacco was mostly to Lynchburg and Charlottsville and connect the North Carolina Rail Road by taking Charlotte, from which it was sent on South by the Charlotte and Columbia rail road. The Danville and Richmond road was going round by Richmond, at a considerable were so, it is rather too late in the day to finished in June last, and by the report of angle, a straight direction is obtained from raise this objection We have now in full the President of the road to the meeting of Lynchburg to Washington City. The dis- operation the Columbia and Charlotte Road, the stockholders held in Richmond only tance from Atlanta to Washington by this and the Wilmington and Manchester Road, few days ago, which report I have here route is 700 miles, a difference of 135 miles leading into South Carolina, and carrying before me, it appears that this road transproduce to her markets. The Raleigh and ported, during the last year, 68,378 pounds Gaston Road-the Clarksville Rail Road- of tobacco-making a tonage of 4,273 tons. named before, except the distance between the Petersburg and Roanoke Rail Road- Here is an exhibit of the two ends of the Lynchburg and Charlottsville, which I do the Wilmington and Weldon Rail Road- proposed Danville road in the article of not 5 nd in "Williams Guide," and which I the Dismal Swamp Canal, all leading into tobacco, destined mostly for the Southern have measured on the scale of unles on the Virginia, and carrying trade to her mark- market. One sends seven thousand boxes ets. We have pending before as a bill to in the direction of its destination ;-- the

all its works. And no longer ago than vesterday, a bill is hurried through this branch of the Assembly to allow them to issue bonds bearing 8 per cent. interest and exempt them from taxation whilst the private citizen is only allowed six per cent., and a tax of 18 cents on that. I think, sir, that a road so situated needs help. By passing this bill, you at once increase the as completed will make the N. C. R. R. yield a revenue instead of being a drain upon the treasury. 1 am certain, sir, that I would not knowingly do anything to injure the N. C. R. Road. I am a stockholder in it myself. I paid my money in for my stock, and I feel the loss of it. The people that I represent here, own more N. C. R. Road than any other county in the. State, and they all desire the connection .--The people all along the line west of us even to Charlotte, all desire it ; because they believe it would redound to our interest and the interest of the State to make it. But we are told by our friends away off on the Roanoke, the Cape Fear and the Albemarle that they understand the interests of the road better than we do, and they must protect us and the State from the ruinous consequences of our dangerous connection with the Old Dominion on the Dan. Another view of this subject, and one many of the mills in my own county, are ed by our State Geologist in his report to now making and selling flour of the highest us at the present session, that these coal brands, and our people will not consent to fields are thirty miles in length, and from pay for transporting bran and shorts on four to nine in breadth. Give them an a-Rail Roads where they can have their wheat verage breadth of six and a half miles, and manufactured into the finest flour at home, the result is, 195 square miles of coal lands, and command the highest prices for their lying almost touching one of the most imflour What inducement have we to carry portant rail road connexions in the whole wheat to Richmond ? The wheat crop of southern country. It is true they have Virginiat in 1840 was . 10,109,716 Eushels. not been as extensively explored as the coal that of North Carolina, 1.960,855; in 1850 regions of Deep River, but they have been Virginia 11.212.616 : North Carolina, 2.- sufficiently examined to show that the ro-130,102. The increase of the Virginia gion contains anthartic coal of an excellent crop between 1840 and 1850 was more than quality, and in great abundance, and quite half of our crop in the latter year. Yet accessable. Do we need this coal? Does some gentlemen are afraid we will carry the interest of the State require its develour wheat to Richmoud .- afraid of "'car- opment ? Is it worthy of a passing thought rying coals to New Castle." I have not of the statesmen and the legislator! What included in the above estimate. the wheat are the facts? The lodgings of many senof Rockingham, which will go to Danville | ators on the flour, are daily warmed with at all events, whether this connexion is or coal from the North. All along the lime of the North Carolina Rail Road at every sta-The above estimates and figures I think tion, you see hogsheads of coal from Penn-

and Poetical Works in General Literature : Witting Port Folio, Writing Desks, Music and Musical Instruments Statiocery, &c. Greensborough, N. C. West Street seco. diquare from court house

CEO. H. KELLY & BROTHER. T Commission Metchants, and Dealers in Family Groceries and Provisidas No. 11. north water street, Wilmington, N. C. WILL keep constantly on hand, Sugars, Coffees Molasses, Cheese, Flour, Butter, Lard Soaps, Candles, Crackers, Starch, Oils, Snuffs &c. REFERENCES:

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TAMES A. LONG, ATTORNEY AT J LAW, Lexington, N: C.

JOHN W. PAYNE, Attorney at sell their rights of suffrage for money or J LAW, having bermanently located in Greensboro' N. C., will attend the Courts of Randolph, Davidson and Guilford, and promptly attend to the collection of all claims placed in his hands. Jan. 9th 1857. 915 tf

STERLING LANIER. SAMPSON LANIER. AMAR HOUSE, (formerly Coleman A House,) Knoxville, Tennessee. S. & S: Lanier, Proprietors. Mr. Sterling Ladier, late of the Lanier House, Macon, Ga., and Sampson Lanier. all friends and customers at the Lamar House where they have ample accomodation for 250 persons. 916-15

T EVI M. & WILLIAM L. SCOTT. ATTORNEYS AT LAW, GREENSBORO' Guilford, Alamance, Randolph and David-919 tf

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D J. Mendenhall, Land Agent, N. WILL select and enter Government Land, Locate Land, Warrants, make investtaxes, and transact a general real estate bu-

you liberty; we can give you protection; law Books, Miscellany, Albums, Music and we can give you independence; we can The origin of Know Nothingism is a strugoffer you a permanent and abiding home ; gle for bread-a frightful angry question but we are unwilling to invest you with the lat the North. At the South it is a politi- of our western towns. It was finished on

North has 55 more representatives than we will govern it to suit ourselves." the South already. The natural increase It is by holding out the alurements of office, that thousands are induced to seek of the North, because there are greater our shores, and not for the purpose of enchecks on population there. But the artijoying that freedom which is so freely ficial element of foreigners brings 500,000 offered to the down-trodden and oppressed who settle annually in the Free States, of every clime. It is from the ambitiouswith instincts against slavery, making 50 the aspiring foreigner, we think we have representatives in 10 years to swelf the much to fear, who emigrates to this counopposition to the South. To stop this try, not in search of a home, but for his enormous disproportion, what is our policy ? own personal aggrandizement, who heads a What is the frightful prospect before us ? foreign band equally as ignorant and unprincipled as their leader, and who are

back the tide of emigration, and our highready and willing at any and all times, to est duty to the South is to discourage emigration. I depricate it as a great calamity." for office. The radical and the vagabond The above extract needs no comment. It may be bought; and there are those who will buy. Many of this class are brought speaks for itself, and I would modestly commend it to the impartial consideration to this country by the Abolitionist through of the peculiar champions of Southern the intervention of their Emigrant Aid Sorights-a very distinguished order of gencieties-o hers are driven here by the

tlemen very generally known as "Fire crowned heads of Europe, at the same time Eaters." ridding themselves of a curse and throwing such a mass of combustible material One more point and I shall conclude .late of Tuskegee, Ala, will be happy to meet into our very midst, that it requires the By turning to a little pamphlet, prepared a

greatest firmness and dicision on the part short time since by Dr. Samuel O. Busey of our own citizens to counteract its baneful entitled "Emigration : I's Evils and Coninfluence. It is this very population that sequences," you will find the point to has, within the last few years, swelled the which I allude, fully illustrated in the 1011 N.C., will regularly attend the Courts of Black Republican party to its present enor- chapter, begining at page 131. As this mously dangerous size. It is this very communication is growing beyond its proppopulation which supported John C. Fre- er limit, I shall make but one extract :mont is most of the Northern States with |"The last Congress passed an act for the might and main for the Presidendy. It is organization of the Territories of Kansas mington, N. C. Dealers in Lime, Calcined this very population which has been warmed and Nebraska, in which it granted the Plaster, Cement, Land Plaster, Plastering into notoriety by the servile attentions of ELECTIVE FRANCHISE to every emigrant designing demagcgues, and who are ready who might settle in either of said Territoin their ignorent arrogance, to assist in sub- ries. If this principle, thus established by bers of Staple and Fancy Silk Goods, No. 153 verting that Temple which affords them the National Government, is hereafter to protection. A little more than two years become the organic law of future States,

DETER W. HINTON, Commis- ago, when we were proclaiming to the the subjects and serfs of European despots American people the dangers which must will soon exercise an absolute control over arise, if we continued to clothe such as these the Federal Legislature. As soon as the with all the rights of citizenship so soon Territories acquire the requisite number of after their arrival, we were tuuntingly population, they have a right to apply for asked by the opposition, "If we fear- admission into the Union, upon equal footwood Esq. Rale gh, N.C.; Wm. Plummer. ed a pitiful handful of foreigners." We ing with other States. By reference to the answered them, No; that the American statistics upon this subject, it will be seen

heart was a stranger to the feeling of fear, that foreign emigration of 1854, was suf-emn duty, to guard those dear-bought rights equal in white population to Arkansas; tion in the shortest time, and with the Our road running its whole length on the groundless, and that the N. C. road cannot coal fields of Deep River, and the Dan. ments for capitalists at Western rates, pay bequeathed by an illustrious ancestry. We two, equal to Iowa ; three equal to Texas ; least money, and greatest certainty. C110 1

hesitate an instant which to take? I think their corn and wheat to the Virginia mark- | a loan, and that at no Bank counter no that Wilmington is doomed to loose the ets, whilst at the same time, privilege is des broker's board can it raise that amount of through travel from her roads, and that it nied to the people of the Yadkin and the money upon the credit of all its name and is destined to pass on the other side of the Dan?

mountains, unless it can be interrupted in But, I think the fears of Senators on Western Carolina, and this I think can be this subject are more imaginary than real, done, and will be done, and can only be) and that this road will bring much more done by forming the connection contem- produce into the State, to be transported on tlfe western end of the North Carolina Rail

Mr. Speaker, I am not the enemy of Wil- Road, than it can possibly carry out of it. mington, and these remarks are not made What produce have we to transport to Virout of any hostile feeling to her or her in- ginia? The counties of Mecklenburg, Caterests. I honor her for her enterprize and barras, Rowan, and a large portion of Da- price of its stock in the market, and as soon her public spirit. I envy not her prosperi- vidson, are cotton growing counties, and ty, but rejoice in it. I have been fighting their cotton will go to Charleston as its naall my life to promote her great interests, tural market, and the Danville Road could the first article I ever wrote for a newspa- | not divert it. The counties of Guilford, per was for her, in the days of Hamilton Forsyth, Davidson, Davie and Rowan, ac-Fulton and his "fathers." "my locks were cording to the last census tables produced like the raven then," and now " they are only 351,227 bushels of wheat. No doubt like the smaw," and I have been fighting it is greater now. To my certain knowlfor her ever since. In 1835 in the other edge, a large portion of the wheat crop of house, I voted for the charter of her road ; Davidson last year, was sent to Charleston, at the last session, 1 voted for her Wil- and I suppose the same was the case in mington and Charlotte road and her Banks. Rowan. A large steam flouring mill in Some of her citizens know that I have in- Charlotte bought up thousands of bushels, terested myself to direct trade to her marts, which was manufactured into flour and sent my people at home, know that for years 1 South. The wheat crop of the county in have been doing all I could for her inter- which I reside, was sent partly to Wilmingests, and to create a State pride in her fa- ton, and partly to Norfolk, and from these vor. The people that I represent, and respective places, shipped to New York, a that I am proud to represent, have been portion of it and a larger portion was bought actuated by the same feelings. We have by a company of mill owners in Weldon. An given to Wilmington every thing that she other and a larger portion was manufactur-

has ever asked, so far as it has been in ed into flour by our own millers, and sent our power to give, and I hope that the to the markets of Wilmington and Norfolk, which gives it a very important bearing is Senators, who represent the people of the In a few years our own State will afford its connexion with the Dan River coal fields. Cape Fear on this floor, will not deny to manufacturing mills sufficient to grind up This road if chartered, will run on the verge us the poor boon of a charter for a road to the whole crop of the middle portion of the of these coal fields, and provides for a te made at our own expense, a taxed State,-mills are being erected, and are in stem running through them, into the lime charter, which cannot injure them and will contemplation all through the interior- and iron regions of Stokes. We are inform-

I do not wish to injure Wilmington, and would not, if I could, strike a pearl from

south-side of the mountains, will not be be injured by it in the way of freight .- Pennsylvania coat is used in large quanti-If the Wilmington and Weldon road had impeded in its business by the rigor of Now sir, let us see what it will gain in ties in the forges of Lincoln. If this con-

not made

24.1	siness in Minnesota, Jowa and Wisconsin.	told them then that this very population	four, to California; three to Rhode Island;	The counties inexion was made, this demand for court
1.1	Address, Minneapolis, Minnesota.		six to Belaware or ten to Florida: so that	no other competitor for the through travel the Winter and Spring months, whilst freight by this connection. The counties nexton was made, this demand for coar than the North Carolina Rail Road, I ad- their's will be, for a large portion of the their's will be, for a large portion of the and the dounties of Patrick, Henry, Pittsyl- money used in its purchase kept at home
	Refer to Hon. J. M. MoreLead, George C.		ship to generate, or ten to Fionda. So that	than the North Carolina Rail Road, I ad- mit it might calculate with almost an abso- same season, glazed with ice and blocked, and the counties of Patrick, Henry, Pittsyl- and a draft for exchange to some extent
A -	Mendenhall, Col. Walter Gwynn and John A.	of our destruction; that led on by the po-	under the principle of the Kansas-Nebraska	mit it might calculate with almost an abso- same season, glazed with ice and blocked, and me counties of a and a draft for exchange to some extent
	Gilmer.	litical intrigues and designing demagogues,	law, while emigrants' continue to come at	mit it might calculate with almost an abso- lute certainty to retain possession of the up with snow. Our route passes as fine a up with snow. Our route passes as fine a counties lying immedialely around and discontinued. I have endeavored as well
1 a.	May 16th, 1856.	a President might be forced upon us.	the rate of 1854, there may be within one	handsome profits which daily flow into its country, as to health, water and scenery, contiguous to Danville, raised in 1850, ac-
		whose elegion might cound the death	ner ten nem States ausluise for 1	handsome profits which daily flow into its country, as to health, water and scenery, countries lying immediately around and treasury from this source. But this is not as is to be found in the South, and would contiguous to Danville, raised in 1800, ac- treasury from this source. But this is not as is to be found in the South, and would contiguous to Danville, raised in 1800, ac- The tax on merchants according to the last
1 a 🛀	WATSON & MEARES, GENERAL	whose election might sound the death	year, ten new States applying for admis-	treasury from this source. But this is not as is to be found in the South, and would configuous to Datwine, faised in 1856, act the fact; "a strong man armed, is about to always possess great attractions to the cording to the census tables, 16,946,369 The tax on merchants according to the last report of the Comptroller amounts to \$33,-
	Sin Nerchants, 34 Burling	knell of the Union. And yet scarce three	sion into the Union, entitled to their twen-	the fact; "a strong man armed, is about to always possess great attractions to the cording to th
1.	the sale of Content of the sale of	months have rolled over our heads, since	ty Senators in the United States Senate.	enter upon it, and spoil it of its goods;" a traveller as the great Peidmont line. pounds of tobaccir. A large portion, and formidable and a dangerous road has sprung This is our road for the present, with I should suppose much the largest portion 851 21. This is yielded by a tax of t of one cent upon the merchandise brought into
	the sale of Grian, Cotton and other Southern products.	we have heard the Democracy of the South	and to one Representative apiece in the	formidable and a dangerous road has sprung This is our road for the present, with I should suppose inten the largest portion one cent upon the merchandise brought into up in the west, which is not only going to these two connections. we can take travel of this tobacco, is manufactured, (that is the State in one year, showing a purchase
×		lealling anon us in tenes of footi-	und to one nepresentative apiece in the	up in the west, which is not only going to these two connections. we can take travel of this tobacco, is manufactured, (that is the State in one year, showing a purchase take the through travel from that road, but from the Virginia and Tennessee road as it stemed, boxed and pressed.) and is put up the State in one year, showing a purchase of \$23,540,400;
1.1	ments. 915 tf	calling upon us in tones of frantic elo-	House of Representatives; and yet, this	take the through travel from that road, but from the Virginia and Tennessee road as it stemed, boxed and pressed.) and is plit up of goods in the last year of \$23,540,400; from every road in North Carolina, unless is—and when they make the connection and destined to a Southern market. It of goods in the last year of \$23,540,400; one per cent. on this amount gives annual-
		quence to unite with them in defeating	would be but the representation of 460,474	from every road in North Carolina, unless is—and when they make the connection and destined to a control in market. It one per cent. on this amount gives annual- this Danville connexion is speedily made. between Lynchburg and Charlottsville, we now has to perform the tedious and costly one per cent. on this amount gives annual- between Lynchburg and Charlottsville, we now has to perform the tedious and costly ly the sum of \$135,404. I doubt whether
1.1.1	WORTH & UTLEY COMMISSION	John C. Fremont -who was enported	forgignors " One wand wans to the Amer	this Danvine condexion is speeding made. Detween hynemetry and he in the ly the sum of \$135,404. I doubt whether
	and Forwarding Merchants, Fayette-	throughout must of the Northern States by	ion people and I am dance. Easta to the	I mean the Virginia and Tennessee Rail have another route in contemplation, which journey of being sent to Rehand by the one per cent. will cover it, for I know, that Read. By a calculation of distances taken will completly take the wind out of their Richmond and Danville road, and then find one per cent. will cover it, for I know, that is way some times by New York to in many parts of the State, the rates of ex-
	wille, N. C.	throughout most of the Northern States by	ican people and I am done : Exclude the	Road. By a calculation of distances taken will completly take the will out of then its way some times by New York to in many parts of the State, the rates of ex-
		the black coherts of foreignism with a sin-	pauper from your sheres, require the for-	from the same authority alluded to above, sales. I mean that which is caned the its with the same mich it is change for the last year has been liper cent.
			and the second	the distance from Atlanta in Georgia by the air line road, a road leading from Atlanta interior to he cold and used By But this is only one approximation, for there
	Agents formals and COMMISSION MERCHANLT,		before you grant him the right of Suffrage	way of Chattanooga, Knoxville, Lynchourg, in Georgia, by Anderson and Orcentine, Lynchourg, in Georgia, by Anderson and Charge, and Anderson and C
	Agents for sale and purchase of Cotton. Flour, Grain, Salt, Groceries, &c., Corner Princess	Catholia The anneal to the America	Detero you grant and the right of buildage.	1 Dishared to Washington Lity 10 7/D I'm Nonth L 9/0003, Unanoue and Uncene a control and Uncene a control of the
1.00	and Water Streets, Wilmington, N. C.		Bestow the offices of your country upon the	miles, a difference of 59 miles in favor of boro' in North Carolina, and Danville, aged by the absorption of moisture. The
1.1.1	Usual advances on Consignments.	party was, "Help me Cassius, or I sink !"	native-born son of the soil, and the tide of	miles, a difference of 59 miles in favor of boro' in North Carolina, and Danville, aged by the absorption of monstate. The jewelry, coal and many other things not em-
	estati advances on consignments.	-and no intelligent man will pretend to	emigration to this country will soon dwindle	the Virginia and Tennessee Road. This Lynchburg, Chariotisville and Alexandria, ux of transportation by this ited bus und braced in the above estimate.—The above road is finished throughout its whole line in Virginia, to Washington city. The circuituous route greatly reduces the profits figures are certainly below the true amount of the manufacturers, and if this connec-
	REFERENCES :	depy that if Fremont had been elected, that	into a mere handful of prergetic foreigner	road is finished throughout its whole line in Virginia, to Washington city. The circultuous route greatly reduces the profile figures are certainly below the true amount map shows the superiorty of this line. In of the manufacturers, and if this connec-
			nico a mere nanorar or chergette foreigners	with the exception of a short distance be- tween Knoxville and the Virginia line, which point of direction and of distance, a line, a tion was made between Danville and the paid, but even at this low estimate, the ex- tween Knoxville and the Virginia line, which point of direction and of distance, a line, a tion was made between Danville and the paid, but even at this low estimate, the ex- the change we pay amounts in ten years, to the
÷	 R. SAVAGE. Cashier Bank of Cape Fear, DeROSSET & BROWN, F. &. H. FRIES, Salem. N. C. 	he would have been chieny indebted to the	who seek your shores for peace and not	tween Knoxville and the Virginia line, which is completed all to laying the iron, and will large portion of which in the South, was North Carolina rail road, by far the great- large portion of which in the South, was naue between Datavine and the large portion of which in the South, was naue between Datavine and the change we pay amounts in ten years, to the ruinous tax of \$1,354,040. We have spent
5 ° °	F. &. H. FRIES, Salem, N. C.	foreign Catholic vote for his success	for plunder.	is completed all to laying the iron, and will large portion of which in the South, was North Carolina rail road, by far the great- be finished early in the ensuing spring. This surveyed and laid cut by the old oborigi- surveyed and laid cut by the buffalce would pass over the western end of this nearly half a million as a State, besides when
1.2	C. GRAHAM & Co., Marion Court House, S. C. HUNT ADDEPEND	Nearly every leading politician in the South	Bodisco.	be finished early in the ensuing spring. This surveyed and laid out by the old oborigi- route passes through a high and healthy nal engineers of the country, the buffaloe would pass over the western end of this hearly half a million as a State, besides when has been contributed by individuals to reach
(in e.e.)	HUNT, ADDERTON & Co. Lorington N. C.	took decided ground in favor of immediate	Leaksville, N. C., February 7.	route passes through a high and healthy nal engineers of the country, the bullaloe would pass over the western end of this has been contributed by individuals to reach country. and a great part of the way amidst and the deer, long before the loot of " pale road, on its away to South Carolina, Geor-
	a co., Dexington, N. C.	I took accided Bround in layor or linimediate	Louasville, it. (), I coluary 1.	wound i a great pare of the way manage and the article and the second and the sec
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