

THURSDAY, 1: SEPTEMBER 23, 1850.

NATIONAL DEMOCRATIC TICKET.



For President: WINFIELD SCOTT HANCOCK, OF Pennsylvania.

For Vice-President: WILLIAM H. ENGLISH, OF Indiana.

STATE DEMOCRATIC TICKET.

For Governor: THOMAS J. ARVIS, ofнул.

For Lieutenant Governor: JAMES D. ROBINSON, of Mass.

For Secretary of State: WILLIAM H. ENGLISH, of Indiana.

For Treasurer: JOHN M. WORCESTER, of Randolph.

For Attorney General: THOMAS C. KENAN, of Wilson.

For Auditor: WILLIAM H. ROBERTS, of Indiana.

The Supreme Committee of Public Instruction, of Northborough, Massachusetts.
For State Superintendents: JOHN C. GILMER, of Indiana.

For Superintendent of Landmarks: J. H. BUNNELL, of Waco.

J. M. LEACH, of Davidson.

HON. W. H. KITCHIN.

The Convention to nominate a candidate for Congress in this District meets in Goldsboro next Tuesday. It will then be determined whether it is expedient to make a nomination. How it can be expedient not to nominate one is more than we can see. What are we to gain by it? Probably we may gain the election of Ex Governor Brogden, but it is doubtful whether that would be much of a gain. The Governor has been for a long time a staunch Republican and would be so in the next Congress. If by any chance the election of President should be thrown into the house Gov. Brogden were to be a member would hardly be willing to vote with the Democrats, and if he wished to do so he couldn't hold out against the great pressure that would be brought to bear on him by the sturts. We want none of him in ours. If we are to have a Republican let it be after a strong fight has been made and we cannot help ourselves.

As between Gov. Brogden and Orlando Hubbs we prefer Gov. Brogden but we much prefer Capt. Kitchin to either of them. We want the Convention to nominate a candidate and we believe this is the sentiment of a large majority of the Democrats of the District. The Democracy succeeded two years ago and we believe can do so again. There is more dissatisfaction and less unity among the Republicans now than then, and the presidential election will assist greatly in electing a Congressman. As to candidates before the Democratic Convention, we believe that the contest has narrowed down to two—Capt. W. H. Kitchin and G. Henry G. Williams. While saying not a word against the ability and competency of Mr. Williams and his powers of management, we favor the nomination of Mr. Kitchin and shall do all in our power fairly to secure his nomination. We canvassed the district with Judge Thomas and by so doing increased the vote for Governor. He was offered as a sacrifice and accepted, knowing at the time that such was the fact. At the last election he canvassed giving his time and money to the cause, hardly receiving the support of many who should have assisted him. He was elected and now we think all this work, and patriotic love for his party should entitle him to great consideration. If there is a time when a man has a claim on the party it is now when the Convention of the second district is about to declare a leader and place in his hands the standard of the party. Mr. Kitchin deserves more from the party than any man in the District, and we hope he will be nominated. Indeed the nomination should be unanimous. We ask the delegates to consider the facts and pause before going against a man who has done as much for Democratic principles as has Mr. Kitchin.

The New York Herald says there are present in that city at the present time a far greater number of merchant buyers from the South and West than at any corresponding period since the close of the war. Although it has one hundred more or less commodious hotels, it is very difficult to secure a room at any one of them at the present time, so great is the rush of business and pleasure travel.

The Arkansas election of September 6th elected the Democratic ticket over the Greenback candidates.

A COUNTY TICKET.

One of the questions that the county Convention will be called on to decide, will be the expediency of nominating a ticket for county officers. Public opinion seems to be somewhat divided. Some think there should be no ticket, others think that there should be nominees for some of the officers only, and others still, and we think a large majority of the party, are in favor of putting a full ticket in the field. There can be but one question and that is, "Is it expedient?" We think it is not only expedient but right. For twelve years we have yielded to the idea of conciliation and expediency; and what has it accomplished? Are we any better off? are we any stronger politically than we were in the beginning? Not! On the other hand we believe we have lost ground and will continue to do so unless we begin an aggressive campaign. We can lose nothing by this course. If we should nominate a full ticket and be defeated (which we do not believe) we will lose nothing but will bring out the full Democratic vote for the State and National candidates. If we do not nominate a ticket we weaken the party, we will make no friends and we will be lukewarm that the people will not go to the polls. Col. J. B. Zollicoffer two years ago came near being elected to the Senate and that without any time to speak of in which to make the canvass, and the circumstances exist to-day that give him such a large vote; viz., unpopular opponents, bickerings in the enemy's camp and general apathy and want of management among the Republicans. We firmly believe that a Democratic ticket can be elected in Halifax county. The people or a majority of them want a ticket and they ought to have it.

If any nominations are made all should be made. We do not see the wisdom of making nominees for some of the offices and leaving the other places on the ticket unfilled. We favor a full ticket, or none at all. There is as much chance of electing all as there is to elect one or two or three or four candidates. Give us a full Democratic ticket with a name on it for every office in the county and we believe it will be selected.

THE COTTON CROP.

NEW ORLEANS, September 18.—The Democrat publishes today telegraphic reports from 52 central points in the cotton districts of Alabama, Arkansas, Louisiana, Mississippi, Florida, Georgia, Tennessee and Texas, giving the condition of the cotton crop up to September 15th.

Louisiana.—Returns from 12 parishes report unfavorable weather in all but one. Six report the rotting of boll and a decreased yield in consequence. Four report labor sufficient for the cotton likely to open and one reports it deficient. Two estimate the yield at half a bale per acre and one reports half as much as last year. One reports no change since last report. The boll worm has made its appearance in four and caterpillars in one parish. In several places the weather has improved during the last two or three days.

Arkansas.—Returns from four districts received show that the crop has been damaged by rain in three; half a crop and labor scarce in two; plenty in one; crop is opening well in one; picking going ahead well in one; yield half a bale to the acre in one; yield half a bale to the acre in one county; two-thirds to one; three-quarters of a crop in one, and one-third in one.

Mississippi.—Returns from seven points report fine weather since last report and five report unfavorable. Some reports complain of losses from rain equal to from 20 to 30 per cent. One report estimates the yield at 500 pounds to the acre, one at 1,000, and one at a bale to four acres. Picking progressed well in two and is retarded in two by rain. Labor is in demand. Two report farms shedding in one county.

Alabama.—Returns from nine districts report fine weather since last report, five report favorable weather four unfavorable, and two bad weather early in the week but improved since.

One estimate one-third of a crop, one two-thirds, one three-fourths, and one one-half. Worms have appeared at three points, in one of which they have inflicted little or no damage. One reports labor scarce, fair labor sufficient, five picking good, four damaged by storm, and one cotton opening well.

Texas.—Reports are received from six districts. Excessive rains are reported in five and fair weather in one. Distress by worms are reported from three counties; worms in one, and the prospects not so good in one, and about the same in one as last week, and one reports no change.

Georgia.—Reports from two districts have been received, in both of which worms have inflicted serious damage. Loss: Half of the crop in one and ten per cent. in the other; one reports too much rain, the other that the crops are opening rapidly and twenty days earlier than last year. The change is general in Northern Georgia and Alabama.

Florida.—Returns from two points show no change in one and more favorable weather in the other sections. The incoming cotton generally shows effects of the late storm.

Tennessee.—The reports indicate favorable weather and the cotton opening rapidly, with sufficient labor. The estimated product is four hundred pounds per acre.

THE RAM ALBEMARLE.
THE STORY OF HER CONSTRUCTION AND
SERVICE.

In the October number of the United Service, a military and naval magazine, the famous Captain Miller, now residing near Wilmington, describes a very admirable vessel on the Confederate navy. We make the following extract from the description of the ram Albemarle:

In 1862, two citizens residing near Edward's Ferry, on the Roanoke River, proposed to the Navy Department to construct an ironclad. Their enterprise however had been limited to flat boats, but with the assistance of an intelligent and practical naval officer, coupled with their own natural genius, they felt confident that the desired vessel could be built and be deemed fit for service.

Edward's Ferry is in this county about five miles from Scotland Neck and the two gentlemen referred to were P. E. Smith, Esq., a native of the county still living in Scotland Neck, President of the Roanoke and Tar River Agricultural Society and Gilbert Elliott, a native of Granville county now practicing law in St. Louis. A part of the smoke stack of the Albemarle riddled with cannon ball and grape shot, lies in Judge G. G. Lynch's grave, near Weldon, the only remnant left of the famous ram.

John McAllister was a blacksmith. In person Cooke attacked the coast, gathering bolts and bars and the pieces used in any shape that admitted of application to his needs by the manipulation of the blacksmith. His greed for iron became unusually notorious. At the Fredericksburg Works, in Richmond, and the Clarendon Foundry, at Wilmington, he was amazingly known as "the ironmonger captain." To complete his services, serviceable pieces of machinery affixed him extensive fittings.

The building of the ironclad, under all the disadvantages of the circumstances, was viewed by the community as a chimerical absurdity. Great was the general astonishment when it became known that the infatuated commander had conquered all obstacles and was about to launch his hulking. On the appointed day "Cooke and Company" committed their "monstrosity" to the turbulent waters of the Roanoke, chipping hot, as she glided from the launching ways, "the good ship Albemarle."

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The way in which Burnham went in and mixed up things in Maine after Blaine had the slate all fixed and his men counted was simply scandalous. Mr. Blaine was never so shocked by anything in all his life, never.—Phil. Times, Ind.

In Burlington twenty-five manufacturers and mill owners are out with a circular advising their employees to vote the Republican ticket, which is both gratuitous and offensive. If this is not civilized bulldozing, it comes near being so. An effort to intelligent workmen.—Springfield Republican, Ind., Rep.

Maud S. has again reduced the time. On Saturday at Chicago she treated in 2:10. The lowest time until Saturday was 2:11 by St. Julian.

The readjusters and funders held meetings in Virginia to effect a compromise. Nothing was accomplished and there was no fusion.

At early dawn on the 18th steam was up; ten portable forges, with numerous sledge-hammers, were placed on board, and this equipped the never failing Cooke waited on his voyage as a floating workshop. Naval history adds no such remarkable evidence of patriotic zeal and individual perseverance.

On the gentle back, numerous stages were surprised, thronged with sailors, wedging huge sledge-hammers. Upon the pilot house stood Captain Cooke, looking down the long, dark, dimly lighted passage, which led to his mother's room. The woman, Mr. McAllister's wife, had given birth to a son, and Cooke, with a smile, said, "There you are, my boy, the Gray Men's boy." The Gray Men's boy, M. C. McAllister, the lad, was born in Weldon, and everything went off nicely.

Before Taxing. — After Taxing. — From the book, "Cotton and Other Industrial Products," by Dr. Sidney Cooper, of Michigan. Shows the results of the tax on cotton in 1850.

On the 18th, the ironclad Albemarle was secured to the river-bank, her forces landed, decks cleared, and the efficiency of the ram insured, so far as human ingenuity contending against meager facilities could accomplish.

The entire construction was one of shreds and patches; the engine almost destroyed, and put together with a determined will that mastered doubt. But not without some natural anxiety as to arrangements that might occur from so heterogeneous a combination. The "Albemarle" was built in an open corn-field, of unseasoned timber. A simple blacksmith shop aided the mechanical part of her construction.

Somewhat dull leaden concussion which practical ears detect a heavy bombardment smote upon the air. Sooner the rapid explosions grew upon the ear, and ere long, by the dawns early light, the spires of Plymouth glistened the sight. Cooke was up to time, and now for his promise.

It was three a. m. on the 19th of April, 1864, when the "Albemarle" passed in safety over the river obstructions and received without reply a furious storm of shot from the fort at Warren's Neck. Instantly grasping the situation, amid the cheers of his crew, he made for the Federal gunboats that were chased together in the rear of Fort Williams, guarding its flank, and dashed nine feet of his prow into the "South field," delivering at the same time a broadside into the "Miami," killing and wounding many of her crew. Among the killed was numbered her commander, the brilliant Plaister. In ten minutes the "Southfield" was at the bottom, the crew of the ram still clinging to her and exciting for a few moments serious apprehensions for the safety of the "Albe-

marle." However, she was soon disengaged, and being released from the downward pressure, was fiercely pursuing the enemy, who were finally driven out of the river.

This brilliant naval success insured the triumph of General Hoke. The defenses of Fort Williams, the citadel of Plymouth, were powerful on the land side and had already repelled several Confederate assaults; on the river side the fortification was defective, its open works entirely depending on gunboats. These having been dispersed, Cooke promptly opened with his guns upon the vulnerable part of the fort, soon rendering it untenable, and General Bassett's command entered the town on that flank. This was the prominent part performed by the "Albemarle" in the sanguinary but brilliant capture of Plymouth.

Edward's Ferry is in this county about five miles from Scotland Neck and the two gentlemen referred to were P. E. Smith, Esq., a native of the county still living in Scotland Neck, President of the Roanoke and Tar River Agricultural Society and Gilbert Elliott, a native of Granville county now practicing law in St. Louis. A part of the smoke stack of the Albemarle riddled with cannon ball and grape shot, lies in Judge G. G. Lynch's grave, near Weldon, the only remnant left of the famous ram.

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