THE SOUTH.

LETTER ON THE PRODUCTIONS, INDUSTRY, AND RESOURCES OF THE SLAVE STATES.

Special Correspondence of the N. Y. Daily Times.

A Scene in Fayetteville—Notes on some of the Internal Improvements of North Carolina—Value of Railroads to Farmers—Influence of Habit—The peculiar advantages of Plank Roads—Remarks on the character of the People of North Carolina—The Aspect of Slavery—Prosperity opposed to Humanity in Slavery—Education—The "Poor Whites."

The night of my arrival in Fayetteville, I noticed, from the window of my room, a number of small fires burning upon the ground near the town; soon after dusk of the following day, which was Sunday, observing them again, I walked out towards them, and found on a small common, under some old sycamores, half a dozen brilliant camp-fires with companies of people seated about them, cooking and eating suppers, and thirty or forty great waggons with canvas tops, with mules and horses eating out of mangers set upon their poles. The grouping of all under the old sycamores, with the flashing lights, the fantastic shadows, and the varying obscurity of the flowing clouds of dark smoke from the pitch-pine fires, made a very interesting picture. The majority of the men were negroes, but some were staid, well clothed farmers, and there were two or three women. All were eating together, black and white, out of the same vessels, and when I passed through the camp again at 11 o'clock, nearly all were stretched out asleep together, generally under low tents. Those who remained awake were collected in companies, one singing Methodist hymns, another chatting and eating, and another listening to a fiddle and comic negro singing.

These were the farmers of the distant highland districts, and their slaves, come to market with their produce. Next morning I counted sixty of these great wagons in the main street of the little town. They would generally hold, in the body, as much as seventy-five bushels of grain, were very strongly built, and drawn by from two to six horses, the near wheeler always having a large Spanish saddle on his back for the driver to ride in. The merchants stood in the doors of their stores, or walked out into the streets to observe their contents, generally of corn, meal, flour or cotton, and to traffic for them. I observed that the negroes often took part in the bargaining, and was told by a merchant that both the selling of the produce and the selection and purchase of goods for the farmer's family was often left entirely to them. Several of the wagons had come, I found, from a hundred miles distant, and one of them from beyond the Blue Ridge, nearly two hundred miles. In this tedious way, until lately, nearly all the commerce between the back country and the river towns and seaports of Virginia and North Carolina has been carried on, strong teams of horses toiling on a score of miles a day with the lumbering wagons, the roads running through a sparsely settled district of clay soil, much worse to travel over than those of the sandy lands I have described. Every night, foul or fair, the driver and attendants, often including the farmer himself, and part of his family, camp out on the roadside.

Tobacco used to be brought to market by a still ruder method, called *tobacco-rolling*, which was performed in this wise. Felloes like those of cart wheels were hewn with an axe, and fitted to a cask of tobacco, at a little distance each side the bilge; holes were bored with an auger, and long wooden pins driven in, fastening them to the cask; a large hole was then bored in the middle of each head, and strong pins driven in, which formed axletrees. To these, long poles, used as shafts, were attached, holes being bored through the ends of them which slipped over the axletree, and they were secured by linchpins. One horse was tackled in between the poles, and another attached tandem before him. On the leader's back a kettle and a bag of meal was hung, and on the shaft-horse was strapped a blanket or bear-skin, which served as a saddle for the driver by day, and a bed-cover by night. Small farmers themselves often brought in their tobacco in this way; but there were also a set of men who made it their principal occupation, and whose *calling* was that of "Tobacco-rollers." They contracted with the large planters at a distance from market to take their whole crop in, at a certain price, furnishing horses, felloes, &c., themselves. It was their custom so to arrange their starting, that many would come together on the road, and so proceed, making a considerable camp wherever they stopped for the night; and many such companies, by a previous agreement, would arrive in the towns together. A hard set they must have been—for the citizens now tell how, when they were young, all quiet housekeepers were kept in a state of excited alarm during the seasons when the "Tobacco-rollers" were in town; and they well remember with what respect and consideration they were treated by all discreet people—for the quarrel of one was made that of the whole body.

Railroads and Canals running Westward from the navigable water at Baltimore, Richmond, Petersburg and Charleston, now shorten the distance to which it is necessary for the horse transportation of the product of much of the upper country to be carried. A large district at Central and Western North Carolina, however, is still unpierced by either railroad or serviceable canal, and much of this finds its readiest communication with the sea, and by that to the rest of the world by the Cape Fear River; Fayetteville is the point of transfer from wagon to boat, being at the head of navigation.

In 1820 a company was chartered to make the river above Fayetteville navigable for boats, with a capital of $100,000. About $80,000 was raised and spent, probably not with good judgment, certainly without accomplishing anything, and this failure operated for a long time to discourage the farther employment of capital (which is much less concentrated in this than in the adjoining States,) in public works. The Cape Fear River improvements have been persevered in with fluctuating energy at different periods, and are now directed by the State. The last legislature resolved to continue the labor on them, though there is much doubt if the design is not altogether impracticable. The main object now in view is to obtain a boat transportation from certain coal beds to the ocean. The coal is bituminous, some of it of a very desirable quality, would be readily and cheaply mined, and is of exhaustless extent. If it could be brought from the mines to the ocean with but one transhipment, and untaxed with heavy tolls, it could, without doubt, be sold with a good profit in New York and New England. It is calculated also, that it would bear railroad freight to Fayetteville, and thence two handlings to get it to sea, and for this purpose a Railroad has been projected, and a charter obtained. About five-sixths of the stock of this road has been lately taken by New Yorkers, and it is said to be their design, if it should, upon careful survey be found feasible, to carry the road on direct to a point on the coast where a neglected harbor, having great natural advantages for commerce has been found, the charter having been so loosely worded as to admit of this. The New Yorkers have made large purchases of land about the harbor. The Fayetteville people, and others in the vicinity of the proposed road, are judging greatly at the advantages they are likely to gain by this impudent intermeddling of Northerners. I have not heard the slightest expostulation made with them for thus attempting to steal the profits of the legitimate trade of the citizens of the State, the probability that the road ever would be built by the latter, having been very small indeed.

A railroad from Charlotte to Raleigh, from which the line to navigable waters is already complete, is now building, and will much shorten the necessary *wagoning* of produce to market from the central district of the State, and will doubtless stimulate a greatly increased production.

The advantages offered by railroads to the farmers of inland districts are strikingly shown by the following, which was narrated to me as a fact: A gentleman near Raleigh who had a quantity of wheat to dispose of, and seeing it quoted at high prices in a paper of Petersburg, Va., and seeing at the same time the advertisement of a commission-house there, wrote to the latter, making an offer of it. The next day he received a reply by mail, and by the train a bundle of sacks in which he immediately forwarded the wheat, and by the following return mail received his pay at the rate of $1.20 a bushel, the top price of the winter. At the same time, forty miles from where he lived, off the line of the railroad, wheat was selling at 60 cents a bushel. There was one county during the time I was in North Carolina, to and through which the roads were absolutely impassible, and which had not been heard from at the capital for a month. It is not therefore, incredible that it should cost 60 cents to move a bushel of wheat forty miles.

Railroads do not, however, so readily and entirely change the channels in which farmers have been accustomed for a long time to float their trade, especially in thinly settled districts, as might be expected. I was told of a farmer who persisted in wagoning his produce one hundred miles, making several trips with six horses during the winter, to do so, for several years after he had the opportunity of using a cheap and direct communication with a better market by railroad. The farmer unaccustomed to the usual mercantile forms, shrinks from them and is afraid to deal in a large way. He does not like to trust agents, particularly strangers at a distance, and cannot sustain a lengthened correspondence. He enjoys much more, after the Fall ploughing is done, and the horses are no longer required for field work, to hitch them to the big wagon, load it with a little of every thing he has made, and bring it "to town," under his own guard and guidance, camping o'nights on the road; and then to talk over the news of the year, and trade with his old town cronies as his father used to do when he was a boy, and he began to go down with him. It is thus at least associated with a delightful excitement. Then, with some new "store goods" for his family and his "people," molasses, sugar, and coffee, and a new coffee-mill, or other "down east notion" perhaps, to return leisurely as he went, so that when he reaches home, two or three weeks' absence shall make his arrival something of an event.

Plank Roads are admirably adapted to all the circumstances of this country. They suit the habits of the people, and the value of the land being less, and the country heavily timbered, they may be built at a low cost. On them the farmer may drive his wagon as he has been accustomed in the winter, but carrying double his usual load in less time, and with much less liability to accidents.

The first Plank Road in the State of New York was laid, I believe, in 1844, and in 1846 there were several in operation, and the public generally began to be informed of their mode of construction and their advantages.

It is creditable to the citizens of North Carolina, and altogether inconsistent with the character which is proverbially attributed to them, that they so soon appreciated the peculiar advantages offered to them in the invention, and took measures to avail themselves of it. In 1849 an Engineer was procured from New York, and under his direction a plankroad commenced, running westwardly from Fayetteville into the middle of the productive region I have referred to.

The road so commencing, now forms a great *trunk* road running North-west more than a hundred miles, and is rapidly progressing toward the Virginia line. From this trunk there are many laterals, drawing from districts which in the winter season are almost inaccessible by the old earth roads. The plankroads are as good in winter, when the farmer has leisure to drive to market, as they are in summer, and he can take upon them a much heavier load thirty-five miles a day, than he formerly were out his horses and exhausted his patience to drag seventeen. So well are the advantages appreciated in the State, that over forty new companies for building plankroads were incorporated by the last Legislature.

North Carolina has a proverbial reputation for the ignorance and torpidity of her people, being in this respect at the head of the Slave States. I do not find the reason of this in any innate quality of the popular mind, but rather in the physical circumstances under which it finds its development. Owing to the poverty of the soil in the Eastern part of the State, and to the difficulty and expense of reaching market with bulky produce from the interior and western districts, population and wealth is smaller and more divided than in the other Atlantic States; industry is almost entirely rural, and there is but little communication or concert of action among the small and scattered proprietors of capital. For the same reason the advantages of education are more difficult to be enjoyed, the distance at which families reside apart, preventing children coming together in such numbers as to give remunerative employment to a teacher. The teachers are generally totally unfitted for their business—young men, as a clergyman informed me, themselves not only unadvanced beyond the lowest knowledge of the elements of primary school learning, but often coarse, vulgar and profane in their language and behavior, who take up teaching as a temporary business to supply the demand of a neighborhood of people as ignorant and uncultivated as themselves.

The aspect of North Carolina with regard to slavery, as I have intimated in previous letters, is less offensive than that of Virginia. Slavery has more of the *patriarchal* character which is claimed for it; the slave is more generally a family servant, a member of his master's family, sharing with him, and therefore interested with him, in his fortune, good or bad. This is the result of less concentration of wealth in families or individuals, which is occasioned by the circumstances I have described. Slavery thus loses much of its inhumanity, and, like feudalism in its latter days, is more nearly compatible with civilization. It is still questionable, however, if, as the subject race approaches civilization, the dominant race is not proportionately detained in its progress. One is forced often to question, too, in viewing slavery in this aspect, whether humanity and the accumulation of wealth—the prosperity of the master and the happiness and improvement of the subject, are not incompatible. So far as my observation goes, facts would favor such a conclusion, with, of course, such exceptions and modifications as result from individual character.

North Carolina has furnished more than her proportion of true statesmen to our National Councils, and though eminently prudent and conservative, her political influence has always been of a broader, more generous and catholic character than that of either of her two self-important neighbors. There is no State in the Union whose elements of wealth and usefulness are so varied and interesting as those of North Carolina, and there is reason to hope that while her people move with their accustomed prudence and deliberation, there will not be wanting the sagacity, enterprize and energy necessary to secure from these resources their own private prosperity by making them available to the needs of her country and the world.

The northern parts of North Carolina offer inducements to emigration similar to those I enumerated in Virginia, her political character is more honorable, there seems to be more freedom of thought on the subject of slavery, and the inquisition of public opinion upon its expression is less tyrannical. The State is less cursed with demagogues and self-seeking politicians, and the moral and social atmosphere is less enervating.

YEOMAN.

LETTERS FROM THE SOUTH.

Editorial Correspondence of the N. Y. Express.

ON THE SAVANNAH RIVER, May 18.

Georgia, one of the youngest and weakest of the "old thirteen" has become one of the strongest of the thirty-one States of the Republic. She has exported $30,000,000 worth of cotton in a single year, or more than six hundred thousand bales. Fifteen millions of her own capital are invested in her own Rail Roads, and nearly one thousand miles of Rail Road are completed within the borders of the State. Georgia labor as well as Georgia capital has done much of this work, and what is to be performed, in consequence of the present high prices of labor,—will be mainly done at home. The contractors of Roads here and in Alabama despair of completing the Roads seasonably or economically at Northern prices for wages, and Slaves will be taken from the cities and plantations to perform the usual labor of white men upon the routes agreed upon as soon as they are surveyed. Mobile in a single morning since I left there voted one million of dollars to connect the ocean with the Chattahoocha river, which separates Georgia from Alabama. Southern States are all lending a helping hand to these enterprises where help is needed. Even in the few weeks I have been at the South, and in the few States I have visited, about six millions of dollars have been voted to secure the interior trade of the country, and to bind the sea-board and rivers with the back country. Georgia in this spirit of enterprise is covering the country all over with roads. There is not only the route from Alabama to Chattanooga on the Tennessee River, but Savannah is struggling for a connection with the ocean via Brunkswick, thence across the country to Florida. The hope is to make this the great mail route South.

Alabama, Georgia and South Carolina, all at once, are seeking for a more direct communication with Florida, and not merely because the sea is there, but because the climate, where the soil is good, makes that State a perfect garden. As I write the corn in Florida has been for some days in silk. (Here it is hardly two feet up.) The stalks were nine and twelve feet high on the 15th of May, and the ears full and beautiful. Cotton there is two and two and a half feet high.

Slave Labor in such a State, upon a good plantation is more profitable perhaps than any other kind of labor in the world. A valuable hand will pay for himself in a year and a half, or two years, and it is not an unusual thing for a servant to yield his master from his own labor from five to eight hundred dollars a year. No wonder then the owners put a value upon such incomes, and the source of such profits. A good slave does not cost the owner one hundred dollars a year for his support, and ordinary hands are well fed and comfortably clothed for $75. But of this, more hereafter.

Georgia is deservedly called "The Empire State of the South." She pays her interest upon State Bonds and State Stocks before they are due. She lives within her means and owes no debts which she cannot pay, and less than $2,500,000 altogether.

More Camphene Doings.—We find the following paragraph in a late number of the Detroit Tribune:

"While the steamer Ploughboy was coming out of the Thames, on her way from Chatham, on Wednesday evening, the steward, a colored man, imprudently undertook to fill a camphene lamp while it was lighted. The lamp was filled till it run over, when, as matter of course, the inflammable compound caught fire, and instantly communicated the flame to the can with which he was filling the lamp, causing it to explode and spread fire in every direction. The steward himself was instantly enveloped in a sheet of flame, his hands, arms, body, and face being covered with the camphene. He instantly rushed on deck and ran aft, but when he got about midships the crew brought buckets of water and dashed them over him, putting the flames out, but not before the man was severely injured. In the meanwhile the flames caught at the tables, curtains, and other fixings in the cabin, and injured and destroyed some furniture before they were put out. The Ploughboy, however, sustained no other injury."

A steamboat proprietor who will permit camphene to be used on his vessel should be sent to the State's Prison. Powder, if stowed away out of the immediate range of the furnaces, is not half as dangerous; because, while these fluids are as explosive as powder, they are necessarily in the immediate proximity of the heat and flame which renders them potent for mischief. This "accident," as it is called, might have resulted in the destruction of many lives, but for the fact that it happened while the whole crew was on the alert. May its happening not be designed as a warning to the managers of other steamboats upon which the fluid is used?—*Albany Journal.*

The work entitled "An Englishwoman's Experience in America" contains an interesting allusion to Laura Bridgman. The author says:

"I visited the Blind Asylum at South Boston, and I saw Laura Bridgman, the little deaf, dumb, and blind girl, who is immortalized by Charles Dickens in his 'American Notes.' I found her quite as interesting as he describes her. She is now about twenty-two, her figure is slender and graceful, and her face one of the happiest and brightest I ever saw. When I entered the room she was in the middle of a very animated conversation with her teacher, who was standing beside her. The understanding between them was perfect; I never saw ideas conveyed so rapidly. The slightest touch seemed to express a sentence. On asking what employment she liked best, I was told she wished to have the care of young children."

A contract in New York city to remove offal from the streets for $60,000 per annum, has been made the subject of an investigation by a committee of the Board of Aldermen, in the course of which one witness deposed that he had offered to perform the work gratis, and could make money at it on those terms. A late requisition on the city treasurer, by the contractor, for $5000, has been refused by that officer, on the ground that the contract is worthless, and the District Attorney has published a long written opinion, endorsing this position.

Will there be War.—The symptoms of a war between this country and Mexico, have been increasing so manifestly that the subject has become one of the most important topics of the day, and another war with Mexico is looked upon by many, as inevitable. The responsibility rests with the Administration. That the boundary controversy can be settled by pacific negotiations, but little doubt can be entertained. Recent indications go to confirm that belief. Gen Almonte, the Mexican Minister to this country, has arrived at New Orleans, on his way to Washington City, and a friendly reception to our Minister, Gen. Gadsden, may be expected from the Mexican Government. The way will at once be open for an amicable adjustment, if the two Governments desire it. Suspicions are strongly entertained, however, that both the Administration and Santa Anna desire war. The former with the hope of achieving military glory for itself, and to acquire "certain possessions" alluded to in the President's Inaugural; and the latter that he may the more securely establish himself in power. Matters looked very much like an immediate war when both countries had dispatched armed forces to take possession of the disputed territory, before any resort was had to diplomatic adjustment. We are gratified at the prospect now for a full and fair negotiation of the difficulty, and trust we shall not have a re-enactment of the course of Mr. Polk's Administration in heedlessly involving the two countries in war, under similar circumstances. But the means that are now presented for a peaceable settlement, will avail but little if, as is intimated, the Administration is disposed to seek an excuse for a war with Mexico. The idea is no doubt entertained that such a war would be popular, and that it would rally more firmly around the Administration the Fillibustering spirit of the country—the manifest destiny men and the annexations in general. There is a strong outside pressure upon the Administration to push matters to a collision with Mexico. The voice of a large party in this country is for war, and their swallow is so capacious that they will be satisfied with nothing short of the whole of Mexico. They are using every effort to urge the Administration on to war, and no little firmness and precaution will be required to be exercised by the Administration to withstand this pressure. But the most important consideration is, whether the authorities at Washington are inclined to avoid the war. We fear not; but shall soon see.—*Rich Whig.*

An Agonizing Question.—The New York Tribune asks the Washington Union, which had been wasting a column in demonstrating the Democracy and diplomacy of Auguste Belmont.

"Suppose Mr. Belmont had given or spent no money to secure Pierce's election, do you think he would have been this year appointed a Charge d' Affaires? Now just face the music!"

Is the Whig party dead or not.—*Boston Post.* Put your finger in its mouth and you will perhaps find out.—*Louisville Journal.*

There is a prophecy current among the Turks that their empire in Europe will last four hundred years. As Mahomet II. took Constantinople on the 29th of May, 1453, (old style,) this period terminated on the 16th of June, in the present year.—*Home Journal.*

The New York National Democrat, an Old Hunker Journal, in speaking of the New York Barnburners asking office of the present administration, and at the same time endeavoring to reorganize their party, says:

"It may be fairly questioned if the devil himself has brass enough to ask for patronage to be used directly against the principles which bestowed it. Every body knew that human nature was very bad, but nobody suspected it capable of such barefaced impudence."

But we have the testimony of the editor of the National Democrat himself as to the fact that the Freesoilers, while engaged in their attempt to re-organize their party, have not only the "brass," the "barefaced impudence," to *ask* for patronage, *but the good luck to get it.* Now if their asking implies on their part more impudence than the devil himself possesses, pray what does the *granting imply on the Administration's part?* Can the editors of the National Democrat, who are trying to be first-rate friends of the President, answer *that?*

The editors of the National Democrat seem to think that the Freesoil officeholders, in using the Government patronage for strengthening Freesoilism, are "using it directly against the principles which bestow it." But President Pierce and his Cabinet ought surely to know best upon what principles they bestowed the patronage, and the very fact that they have bestowed it upon the most noted Freesoilers and Abolitionists seems to indicate very clearly that the promotion of Freesoilism and Abolitionism is not either "directly" or indirectly "against the principles which bestowed it."

When the administration selects the most loud-mouthed Abolitionists for office, shall these Abolitionists, because they remain unchanged in their Abolitionism, be abused for using their patronage against the principles which bestowed it?

Louisville Journal.

It is now said that Charles Levi Woodbury, Esq., declines the Chargeship to Bolivia. According to The Boston Mail, he says the place is not set down on Monk's Map—that "nobody knows where in the thunder it is, and that he will see the Government d—d before he will travel nine or ten thousand miles to hunt it up."

CINCINNATI, June 13.

Important Arrest—Discovery of Stupendous Frauds and an Extensive Band of Forgers.—A man named T. Craig was arrested to-day at Newport, Ky., and immediately brought to this city, on the charge of being implicated in extensive forgeries. The prisoner was arrested when in the act of writing a letter which is said to pointedly implicate himself. In his house were found a large trunk, a pair of saddle-bags and several baskets full of letters, with blank deeds, certificates, &c., implicating a large number of persons in various parts of the Union. Notarial presses and seals were also found, and upon parts of the deeds the notarial seal of Hamilton county had been found.

An examination of the mass of documents found brings to light a series of most bold and villainous transactions, and it appears that a wide spread fraudulent real estate business has been carried on for years, some of the letters being dated as far back as 1849. Some of the letters pretend to be copies of letters to or from members of Congress. There are also blank certificates, doubtless stolen from the Recorder's offices in Illinois, Ohio and Georgia; parchments for drawing up land warrants; deeds signed and sealed, requiring only the insertion of names. Craig is in jail awaiting trial. A letter to Brown & Co., of Uniontown, Pa., opened by the Postmaster of that place, who did not know any such firm, and supposed the letter misdirected, led to this discovery.

One hundred and thirty-four emigrants for Liberia embarked on board the barque Adeline, at Savannah, on Thursday last. Ninety-six of these people are from Tennessee, and the remainder from Georgia.

THE IMMUNITY OF CRIME.

FROM THE ALBANY STATE REGISTER.

There is no concealing or denying the fact that in the present day there is a very strong and a very dangerous inclination on the part of the public acting in the capacity of jurors to suffer their feelings to sway their verdicts, and to permit the oaths they take as jurymen to give way before the sentiments they experience as men. * * *

The public in the present day are too apt to suffer their feelings to gain the mastery over their sense of duty, and to yield to that dangerous spirit of "higher-lawism," which, if not speedily checked, threatens to work the most disastrous consequences. When a man is acting as a juror on any case, he is guilty of perjury if he does not calmly view the evidence and render his verdict rightly, according to his best judgment, without fear, favor, or prejudice. However unpleasant a duty he may have to perform, it is one from which he dare not shrink if he respects his own conscience and the requirements of the law. The moment he suffers his feelings to bias him one way or the other, he violates his oath, and is unfit for the position in which he is placed. We have often thought that the example of the judge who sentenced his own son might be studied with advantage by many in the present day. The duty and the advantage of a straight course of even-handed justice is set forth in the dialogue between the Chief Justice and the young King, in the second part of Shakspeare's play of Henry IV; and yet how few in our times, occupying even the highest judicial position, would resist the influence which a prince could bring to bear upon the defeat of justice? To how few could a monarch say,

"Happy am I that have a man so bold
That dares do justice on my proper son;
And not less happy, having such a son,
That would deliver up his greatness so
Into the hands of justice."

A juryman occupies a position equal to that of a judge. His voice decides the innocence or guilt of a fellow being; to him does the accused party look for justice, and to him does his country look for the vindication and enforcement of her laws. He is the guardian of the peace and the well-being of society. The duty he owes to the world requires that he shall punish guilt as much as the duty he owes to his fellow man requires that he shall shield and protect innocence. If laws are to be enforced at all—if society is to be held together by the bonds which at present cement it; if peace and order is not to give way to violence and anarchy—then it is necessary that justice should wear a stern unyielding front, and that every man who consents to be the minister of the law should do his duty with rigid and unflinching integrity. We know that it is a difficult matter for human nature to overcome prejudice, but in proportion to the hardness of the task should be the guard we throw around our hearts when justice requires us to remain calm and impartial upon any matter. And unless we feel competent to the undertaking, we should refuse to act in the capacity of jurymen.

A great deal has been said and written concerning the alarming increase of crime among us. Cannot the cause of this increase be traced to the easy construction too frequently put upon the law, and to the facilities which are afforded for criminals to escape from the consequences of their guilt? It seems to be fashionable now for the public sympathy to array itself on the side of an offender; and the more heinous his crime the greater is the interest he excites in the minds of the people. No sooner has a murder been committed than a set of pretended "philanthropists" set to work to excite a sentiment of compassion, not for the victim who has been hurried to an untimely grave, but for the ruffian who stands a chance of paying with his life the penalty of his crime. The horrors of death by hanging are vividly set forth, and all that can serve to awaken compassion for the murderer is brought forward on his behalf by these fosterers of lawlessness. And all this evil is consummated with upturned eyes and clasped hands, as though the perpetrators were very saints and patterns of law-abiding citizens. Until the morbid sympathy which is felt for crime is utterly eradicated, and until these most dangerous of philanthropists cease the practice of their "devilish saintliness," we cannot look for a due and just enforcement of the laws, and its natural accompaniment, a decrease of crime.

The Democratic party have done more in the last few years to redeem North Carolina, than the Whigs did during the whole of their ascendancy.

The above precious sentiment is extracted from an editorial of the last "Western Democrat." Will the editors of the Democrat point to the particular measures originated by the Democratic party, that have redeemed the State? Is our system of Common Schools a Democratic measure? It is well known that the leaders of the Democratic party did every thing they could, to excite the prejudices, and poison the minds of the people against our Common Schools. They well understand that artifice, humbug and flattery is more successful with an ignorant than an intelligent population, and hence, their opposition to every scheme calculated to promote the educational advancement of the State.

Is Internal Improvements by the State a Democratic measure? Examine the journals of our General Assembly; recollect the speeches there made, and the votes there given; call to mind the efforts of the stump orators, and then, Messrs. Editors of the "Democrat," can you honestly say, that the Democratic party have done more to redeem the State than the Whigs? We well remember the time, when the Raleigh and Gaston Rail Road was used as a sort of scape-goat to bear off from sight, every Democratic iniquity on this subject; and the fact is too recent to be forgotten, that a Democrat by the name of Sherard, from the county of Wayne, introduced into our last Legislature, a resolution to repeal the Charter of the North Carolina Rail Road! In what way, then, have the Democratic party done so much to redeem North Carolina? If a thing has been done, surely an intelligent man can tell how it has been done.—*Rowan Whig.*

Where is most Danger?—Professor Silliman says that the aggregate destruction of human life annually in this country from the use of fluid and camphene is greater than by all the accidents with steamboats and railroads.

Result of Folly.—A son of Mr. Bland, of Greenville, Ky., took a gun and placed the muzzle of it in his mouth, and his toe on the hammer of the gun, for the foolish purpose of showing, as he said, how persons sometimes killed themselves. His foot slipped and raising the hammer, the gun exploded, tearing the youth's head in a most horrible manner, killing him almost instantly.

Valuable Husband.—Mrs. Virginia Herman has brought suit against the New Orleans and Carrollton Railroad to recover $50,000 damages for killing her husband.

"Father, what does a printer live on?" "Why, child?" "Because you said you hadn't paid him for four years, and still take the paper."

One person having asked another if he believed in the appearance of spirits, "No" was the reply; "but I believe in their disappearance, for I missed a bottle of gin since last night."

STATE FAIR.

It is now a "fixed fact," that a Fair will be held in this City on the 18th of October next, for the exhibition of improvements in all branches of industry, and especially in the agricultural and mechanical pursuits. The proceedings of the State Agricultural Society on this important subject, which we publish in to-day's Star, will, therefore, be read with lively interest by all classes of our readers, in every part of the State; and every citizen, who takes an interest in her welfare and advancement, will exert himself to give encouragement and success to the Fair. As it is designed for the special benefit of the Farmers and Mechanics, we call upon them in every section of the State, to arouse and lay hold upon the matter with zeal and vigor,—to identify themselves at once with the friends of improvement, and give their hearty and active co-operation in all things necessary to insure an encouraging and profitable display—to set about making improvements, to prepare something for exhibition, to contribute to the fund to be distributed in premiums, to join the State Agricultural Society, and to be ready to attend the Fair in person.

We are gratified to learn that preparations will be made for a respectable show for a beginning—that the Farmers and Mechanics in some sections are already preparing to enter the lists as competitors in various departments; that the spirit is spreading with encouraging rapidity in some sections of the State; and that it is already calculated that twenty-five or thirty thousand persons will attend. May we not expect more? In the times of high party excitement, we have seen many thousands brought together here, with gorgeous banners and badges and emblems, from every direction, at a much shorter notice. Will the people of North Carolina be less ready to move in a matter of infinitely more importance to every man, woman and child within her borders? What section, or county, or individual, will be so barren in spirit as to shrink from this noble contest—Who can still remain so cold and motionless, as to require coals of fire to be heaped upon their backs to drive them out of their shells? Are not all with their heads out, and crawling, at least, by this time? Will there not be a laudable rivalry manifested by every County Society? Will not every section resolve and strive not to be outdone by another? And may we not expect such a stir as was never before witnessed by the present generation in North Carolina, in giving support to and making due preparations for, the State Fair? And may we not expect to see foremost in this work of patriotism and progress, the best and noblest of our population—*the Farmers.*

Raleigh Star.

Mt. Vernon.—We understand that Mr. John A. Washington, the proprietor of Mount Vernon, has disposed of that venerated mansion, with two hundred acres of the landed estate, to a company comprising Northern and Southern men, for the large sum of two hundred thousand dollars. To what purpose the purchasers mean to apply the property, we have not heard; but we are very glad to learn that the terms of sale reserve to Congress the privilege of taking it. Another and irrevocable condition of the sale is that the remains of General Washington are never, under any circumstances, to be removed from their resting place. We are informed that the purchasers offered a largely increased price to have the sale made absolute; but Mr. Washington replied that he would not for any sum that could be named place it out of the power of Congress to make Mount Vernon the property of the nation.

Nat. Int.

CURIOUS FEATURES OF THE REVOLT IN CHINA.

From the Canton Correspondent of the London Times.

"The translations of the rebel proclamations (with which the Chinese papers are now filled) convey a very favorable idea of the organization and character of the movement in progress.

"The revolutionary army is divided into five corps or divisions, each complete in itself. Each division is subdivided into brigades of 6,400 men, commanded by a brigadier, and containing four regiments of 16 companies each. A subaltern's command is 25 men, a captain's 100 men, a major's 400, and a colonel's 1,600. The names of all the generals are given, and also a description of their persons. There is a corps of imperial guards' and a strong staff, inspectors of corps, 'masters of the horse,' 'paymasters,' a corps of 'surveyors,' 'officers in charge of the signal department.' All these are dignified with yellow scarfs and the title of 'excellency.' The inferior grades are numerous. Among those particularized are 'officers distinguished by a red and blue scarf, whose duty it is to urge the people to enter into their confederacy and to administer the oath of adherence.'

"But by far the larger proportion of these proclamations refer to the civil organization of the conquered Provinces, and the establishment of order in the neighborhood of the army. There are stringent proclamations against military officers allowing their troops to plunder, and against corrupt civil functionaries; proclamations for the protection and extension of educational establishments, and the encouragement of literature generally. The education of women is one of the objects of the insurgents, and over the doors of the female schools they have established there is a notice posted, 'on red paper,' to the effect that they are sacred to the sex, and that any men presuming to enter them 'in a disorderly manner will be beheaded.' The enlightened tone of the proclamation is attributed partly to the circumstance of there being among the rebel leaders many members of the 'Chinese Union,' a literary society instituted by the late Dr. Gutzlaff for the purpose of disseminating a knowledge of the results of European civilization among the Chinese, but it is doubtless principally due to the high mental culture of a people among whom education in general and literary acquirements are the only passports to employment or distinction."

The Road to Health.

HOLLOWAY'S PILLS.

HOLLOWAY'S PILLS, THE BEST MEDICINE FOR COMPLAINTS INCIDENTAL TO FEMALES.—Mrs. Talbot, of Miteham, informs Professor Holloway, that she considers it her bounden duty to acknowledge the astonishing benefit she has derived from taking his Pills. At the age of 45 she began to suffer from a general derangement of the system, languor, swollen legs, and other ailments incident to females, and notwithstanding the most careful attention to the advice of eminent physicians, her weakness and debility continued to increase until she adopted another course, and took Holloway's Pills, and this inestimable medicine has restored her to a soundness of health and buoyancy of spirits which she had not enjoyed for some years.

Sold by the Proprietor, 244 Strand, (near Temple Bar), London, and by all respectable vendors of Patent Medicines throughout the British Empire, and by those of the United States, in pots, sold at 37½ cents, 87 cents, and $1 50 each, or delivered, by the agent,