

Marriages and Costly Living—Increase of Finery and Decrease of Matrimony—Why Leap Year was a Failure.

The statisticians of Boston report that "Leap Year has been a failure" in the Modern Athens. There has been twenty per cent. less of marriage there this year than the last. The fact is by no means one to be joked over.

Finally, however, the modern Athenian statisticians ascribe it to the passions and expenses of the recent Presidential election! They view wedlock from afar. If they came quite up to the Boston Hymenal altar they would be in the way of an explanation of the lamentable fact they publish.

Those statisticians can see it and hear it. The current of masculine marriageable humanity sets right by without stopping. Great sighs heaved from the bottom of prudent but hopeless hearts, are all that is given to hymen.

Marriage is becoming a luxury to men in the United States. The cost of provisions, the wages of labor, the rent of dwellings, the cost of necessities and of luxuries, added to the unrelenting pressure upon people in respectable society to dress richly and furnish showily, make the inevitable price of most of the young.

Marriage may as effectually be prohibited by the expenses of millinery ware and house furnishing, as by a police regulation. If those modern Athenian statisticians will stand with their note books beside their marriage altar for two years to come, they will have to record a steadily diminishing worship at the shrine.

A Good Anecdote.—During the inauguration of Gen. Taylor, at Washington, D. C., March 4th, 1849, the police regulations, as usual, required that after the speech of the new President had commenced, the gates of the Capitol Grounds should be closed, and no carriage of any kind allowed to pass, until the speech was finished, to prevent confusion.

The Minister of all the Russias, M. Bodisco, was very late, and after the speech had begun, drove up to the gate in great haste, the horses covered with foam, when the coachman shouted to the guard, "Open ze gates iv you please."

The New Orleans Chief of Police has adopted the plan of affixing placards upon the breasts and backs of notorious thieves, burglars and pickpockets, on which is printed, in large letters, the nature of the offence for which they have been convicted. They are then marched through the streets, and made a public exhibition.

A FANTASY. 'Tis told somewhere in Eastern story That those who love each bloom as flowers, On the same stem, amid the glory Of Eden's green and fragrant bowers, And that, though parted here by Fate, Yet when the glow of life has ended, Each soul again shall find its mate, And in one bloom again be blended.

BEWARE OF DRIFTING!

Few people form habits of wrong doing deliberately and wilfully. They glide into them by degrees and almost unconsciously, and, before they are aware of danger, the habits are confirmed and require resolute and persistent effort to effect a change.

"It was only the other day that a man fell asleep in his boat on the Niagara river. During his slumber the boat broke loose from her moorings, and he woke to find himself shooting down the rapids directly towards the cataract. In vain he shrieked for help, in vain he tried to row against the current. He drifted on and on till his light craft upset, when he was borne rapidly to the brink of the abyss, and, leaping up with a wild cry, went over and disappeared forever.

"In the great battle of Gibraltar, when the united fleets of France and Spain attacked the impregnable fortress, one of the gigantic floating batteries broke from her anchorage and began to drift directly into the hottest of the British fire. The thousand men who formed the crew of the unwieldy mass vainly strove to arrest its progress or divert it from its path. Every minute it drifted nearer to the English guns, every minute some new part took fire from the red-hot shot, every minute another score of its hapless defenders were swept like chaff from its decks.

"The time had now come when that fearful alternative became inevitable—death from starvation or feeding on human flesh, and they were just beginning to cast lots for a victim when their vessel was seen on the distant horizon. They abandoned their terrible design, the stranger would approach. The ship came towards them, she drew nearer and nearer. They strove to attract her attention by shouts and by raising their clothing, but the indolent look-out saw them not. They shouted louder and louder; still they were not seen. At last the vessel tacked. With frantic terror they rose in one body, shouting and waving their garments. It was in vain; the unconscious ship stood steadily away. Night drew on, and as the darkness fell the raft drifted and drifted in the other direction till the last trace of the vessel was lost forever.

"So it is in life. The intemperate man who thinks he at least will never die a drunkard, whatever his neighbor may do, only wakes to find himself drifting down the cataract, and all hope gone. The sensualist, who lives merely for his own gratification, drifts into an emasculated old age, to be tortured with passions he cannot gratify and perish by merciless agonizing diseases. The undisciplined who never learned to control themselves, who are spendthrifts, or passionate, or indolent, or visionary, soon make shipwreck of themselves, and drift about the sea of life the prey of every wind and current, vainly shrieking for help, till at last they drift away into darkness and death.

"Take care that you are not drifting. See that you have fast hold of the helm. The breakers of life forever roar under the lee, and adverse gales continually blow on the shore. Are you watching how she heads? Do you keep a firm grip of the wheel? If you give way but for one moment you may drift helplessly into the boiling vortex. Young men take care! It rests with yourself alone, under God, whether you reach port triumphantly or drift to ruin."

Col. Benton publishes a characteristic letter to the National Intelligencer, in which he repudiates the word "lady," alleged to have been employed by him in his speech at the New England dinner in this city. He says that he "did not say ladies. That word is not in the Bible, nor is it in any Greek or Roman book," nor in his "Thirty Years' View." A correspondent of the Washington Star thus corrects the Colonel's Bible error:—

Mr. Benton, in the Intelligencer of this morning says the word lady is not in the Bible. He is in error, as the following passages show:— Judges 5: 29. Her wise ladies answered her. Esther 1: 18. Likewise shall the ladies of Persia and Media say this day unto all the king's princes, which have heard of the deed of the queen. Isaiah 47: 5. Sit thou silent, and get thee into darkness, O daughter of the Chaldeans; for thou shalt no more be called the lady of the kingdom. Isaiah 47: 7. And thou saidst I shall be a lady forever. 2 John: 1. The elder unto the elect lady, and her children, whom I love in the truth. 2 John: 5. And now beseech thee, lady, not as though I wrote a new commandment unto thee.

Capt. Samuel Somers, of Mill Cove, St. John's river, Florida, is one of the modest hunters, and his friend and neighbor, E. B. Baker, vouches for one afternoon's performance:— "His dog pretty soon started, and after following awhile he discovered two half-grown tigers up a tree, which he shot and killed. Then looking a little further on he perceived the old tigers also up a tree. To use his own expression, 'she looked like a cow.' Being a hunter of undaunted spirit, he advanced until the huge creature began crouching, with gleaming eyes and bared teeth, preparing to make a spring on him. At this critical moment he discharged his piece, wounding her badly in the head. She began a hurried descent, uttering all the while the most awful and terrific screams he ever heard. When within a few feet of the ground he lodged the contents of a second barrel in her back, which ended her further movements. He describes her screams as resembling those of a terrified woman, only much louder and shriller. He said they caused his hair to stand on end. Having dispatched her, he pursued his dog, who was at this time chasing the old male tiger. He came in sight of him several times, but owing to some disadvantageous circumstances he would not shoot, fearing he would wound him, and in that case he would lose his dog, and perhaps his own life. He describes him as being much larger than the tigers. As night was fast setting in, he went home and returned in the morning, to take off the skins of the slain. Beside them was the bed of the old tiger, where he had spent the night with his dead family. The tigers measured eleven feet six inches from the end of her tail to the tip of her nose, and it is supposed would have weighed from three to four hundred pounds."

The best capital that a young man can start with in life is industry, with good sense, courage, and the fear of God. They are better than cash, credit, or friends. "It is a fact," says the Bombay Gazette, "that the entire population of Hindostan does not average sixpence a year for clothing."

Duration of Railroad Iron.—The London Mining Journal says that the complaints respecting the inferior quality of recently manufactured rails, naturally attributable to the attempts made by companies to reduce the price, have attracted attention both in England and the United States, and have led to some practical and scientific inquiries.

On the first introduction of railroads, it was confidently asserted that the rails would last for indefinite periods; but experience soon demonstrated that railway bars were subject to lamination and disintegration from the repeated rolling of heavy loads. Their duration, in some instances, has not exceeded two or three years; and on some of the earliest constructed lines in England the rails have been changed twice, or even three times since their opening. Where the conditions are favorable, and the bars themselves perfectly sound, it is believed that the traffic which rails of ordinary quality are capable of bearing, will not fall short of the large figure of twenty millions of tons.

The Wool Trade.—The most material facts in the statistics of wool contained in the report of the Secretary of the Treasury are these: There were 1,559 manufacturing establishments, with a capital of \$28,118,650, consuming 70,862,829 pounds of wool. The value of the raw material consumed was \$25,755,991. The number of hands employed was, males 22,678, females 16,574. The value of products in 1840 was \$20,696,999; in 1850 \$43,207,545; and the estimate for 1855 was \$56,406,786. The total production of wool in 1855 is estimated to be 61,569,379 pounds, valued at \$23,392,944. We imported and retained for home consumption 17,805,511 pounds of foreign wool, valued at \$1,940,000. It thus appears that the foreign wool imported is valued at only about 11 cents per pound, while the price of domestic wool is about 37 cents. The total consumption of wool in the United States is thus estimated at 78,970,000.

New Year's Tables.—The prices of fruit, such as are in demand at this season of the year, are rather more moderate than they were last year at this time. Malaga grapes are from 75 cents to \$1.25 per pound, at retail; Isabella are scarce, at from 37 1/2 cents to 40. Oranges, very fine Havana, range from 50 cents to \$1 per dozen. Figs, both Smyrna and Naples, are uncommonly good this year, and sell from 18 to 21 cents. Of pears there are scarcely any in market, except such as are imported from France, O'Connor & Howard, in Wall street, imported forty cases of this description, which are still as sound and fragrant as when first packed, and sell from \$1.50 to \$2.50 per dozen. Nuts of all kinds are about 6 cts. per pound higher than last year.

How Railroads Injure Farmers.—Not long since a farmer of our State was bitterly complaining of a railroad to one who was connected with the management of the road. "Why," said the farmer, "I was fool enough to take stock to the amount of five hundred dollars, and I have lost every cent of it. And besides, the cursed thing runs through my farm."

"And has greatly injured it, I suppose," added the other, smiling and looking the old farmer full in the face. "Injured it!" repeated the farmer. "To be sure it has. Why do you ask such a foolish question?" "How much damages were you paid by the corporation?" asked the other.

"In the neighborhood of six hundred dollars," the farmer replied. "But it was not half enough." "Of course not," added the railroad man, smiling. "But permit me to ask you another question. What could you have sold your farm for a dozen years ago?" "I was once offered twenty-five hundred dollars, replied the farmer.

"And what can you sell it for now?" inquired the other. The fellow scratched his head; and, after some hesitation, he confessed he had been offered recently four thousand. "Just as I expected," was the reply of the other. "Now let us figure up a moment, if you please. You have lost five hundred in the stock, and have received for land damages the six hundred, and the railroad has added to the price of your farm, according to your own showing, fifteen hundred so that you fairly owe the Railroad sixteen hundred. Am I right?"

The farmer was compelled to confess he had made money out of the railroad, notwithstanding he had lost five hundred dollars in his original stock. Thus it is, and what shall we say of those croaking farmers who never paid a cent for the making of a road, and whose farms have been nearly doubled in price and value by it. There are hundreds such and yet they are constantly hearing curses on railroads and their management.

The above which we clip from a northern contemporary is alike applicable in almost every quarter of the country. It is well to look into the mirror sometimes, and we advise the querulous and fault-finding to take a chance, and at least risk one eye on it.

What the Wind Says.—"Do you know what the December wind says, grandpa?" asked a little child at an old merchant's knee. "No, puss; what does it?" he answered, stroking her fair hair. "Remember the poor' grandpa, when it comes down the chimney, it roars; 'Remember the poor' when it puts its great mouth to the key-hole, it whistles; 'Remember the poor' when it strides through a crack in the door, it whispers; and, grandpa, when it blows your beautiful silver hair in the street, and you shiver and button up your coat, does it not get at your ear, and say so too, in a still small voice, grandpa?"

From Nerhoff's "Whaling and Fishing." HIPPOPOTAMUS HUNTING.

To cut a supply of wood for a whaling cruise, is a work requiring some days, and often even weeks, and it had been determined that the first, and if need be the next day likewise, should be devoted to a thorough inspection of the facilities of the place, in order that we might work at as little disadvantage as possible.

Consequently, we, the mate's boat's crew, had been ordered to prepare for a general cruise. We provided ourselves with a store of bread and beef, filled the boat's breaker with water, spread our sail to the light breeze, and pointed the boat's bow towards the nearest island. Landing here we found nought but a wilderness of low jungle, which was scarcely penetrable, together with a poor landing. We examined three or four of the islets, and having at last fixed upon a suitable place where to commence operations, were about to return on board, when the mate said, "Trim aft, Tom, there's a good breeze, fair coming and going, and we'll take a look at the main land." Accordingly, the boat's head was laid shoreward, and we spread ourselves out at full length upon the thwarts, enjoying an unusual treat of some cigars which our chief officer had good-naturedly brought with him.

When within about a mile and a half of the mainland, we found the water shoaling, being then not more than three fathoms—eighteen feet deep. "I saw black skin glisten in the sun just then," said the boat-steerer, who was aft, the mate having stretched himself upon the bow thwarts to take a nap. "It is nothing but a puffing pig," said he drowsily. "There it is again, and no puffing pig either—nor porpoise—nor—no," said he, with some degree of animation, "nor anything else that wears black skin that I ever saw before."

This had the effect of rousing us up, every one casting his eyes abroad to catch a sight of the questionable "black skin." "There he blows!"—"and there again!"—"and over here too," said several voices in succession. "It isn't so spout at all, boys, let's pull and see what it is!" We took to our oars, and the boat was soon darting forward at good speed toward the place where we had last seen the object of our curiosity. "Stern all!" suddenly shouted the mate, as the boat brought up "all standing" against some object which we had not been able to see on account of the murkiness of the water, the collision nearly throwing us upon our backs into the bottom of the boat. As we backed off, an enormous beast slowly raised his head above the water, gave a loud snarl, and inconspicuously dove down again, almost before we could get a fair look at it. "What is it?" was now the question—which no one could answer.

"Whatever it is," said the mate, whose whaling blood was up, "if it comes within reach of my iron, I'll make fast to it, lad, so pull ahead." We were again under headway, keeping a bright lookout for the appearance of the stranger. "There they are, a whole school," said the mate, eagerly, pointing in shore, where the glistening of white water showed that a number of the nondescripts were evidently enjoying themselves. "Now, boys, pull hard, and we'll soon try their mettle."

"There's something broke water, just ahead," said the boat-steerer. "Pull easy, lad—I see him—there—way enough—there's his back!" "Stern all!" shouted he, as he darted his iron into a back as broad as a small sperm whale's. "Stern all—back water—back water, every man!" and the infuriated beast made desperate lunges in every direction, making the white-water fly almost equal to a whale. We could not see the whole shape of the creature, as in his agony and surprise, he raised himself high above the surface. We all recognized at once the Hippopotamus, as he is represented in books of natural history.

Our subject soon got a little cooler, and giving a savage roar, bent his head round until he grasped the shank of the iron between his teeth. With one jerk he drew it out of his bleeding quarter, and shaking it savagely, dove down to the bottom. The water was here but about two fathoms deep, and we could see the direction in which he was travelling along the bottom, by a line of blood, as well as by the air bubbles which rose to the surface as he breathed. "Give me another iron, Charley, and we'll not give him a chance to pull it out next time." The iron was handed up, and we slowly sailed in the direction which our prize was following along the bottom.

"Here's two or three of them astern of us," said the boat-steerer. Just then two more rose, one on either side of the boat, and in rather unpleasant proximity, and before we had begun to realize our situation the wounded beast, unable any longer to stay beneath the surface, came up to breathe; he lay on his side, and came up to breathe just ahead. "Pull ahead a little; let's get out of this snarl. Lay the boat around—so—now, stern all," and the iron was planted deep in the neck of our victim. With a roar louder than a dozen of the wild bulls of Madagascar, the now maddened beast made for the boat. "Back water!—back, I say! Take down this boat-sail, and stern all! Stern, for your lives, men!" as two more appeared by the bows, evidently prepared to assist their comrade. He was making the water fly in all directions, and having failed to reach the boat, was now vainly essaying to grasp the iron, which the mate had purposely put into his short neck, so close to his head that he could not get it in his mouth.

"Stick out line till we get clear of the school, and then we'll settle him with a lance." This was done, and as we again hauled upon the still furious beast, the mate poised his bright lance for a moment, then sent it deep into his heart. With a tremendous roar, and a desperate final struggle, of scarcely a minute's duration, our prize gave up the ghost, and after sinking for a moment, rose again to the surface lying upon his side just as does the whale when dead. His companions had left us, and we now, giving three cheers for our victory, towed the carcass to the not far distant shore. It was luckily high tide; and we got the body up to high water mark, where the speedily receding waves left it ashore. When we here viewed the giant, and thought of the singular agility he had displayed in the water, we could not help acknowledging to one another that to get among a school of Hippopotami would be rather a desperate game.

An exchange in puffing a soap, says it is the "best ever used for cleaning a dirty man's face; we have tried it, therefore we know." This is hardly as pointed as the bit of Dean Swift's "Stella," who when a gentleman lamented his inability to keep clean finger nails, naively suggested:—"He was in the habit of scratching himself." That was a fearful prayer of the infidel sailor, in danger of shipwreck: "O God, if there be a God, save my soul, if I have a soul!" But there is sublimity and beauty in that of the soldier, on the eve of battle: "O God, if in the day of battle I forget thee, do not thou forget me!"

INTERESTING STATISTICS.

The following interesting official table has been communicated by the Secretary of the Treasury, to accompany his annual report of the finances: Real and Personal Wealth of the United States, 1856.

States	Population	Value of property
Alabama	835,192	\$270,233,027
Arkansas	253,117	64,240,726
California	335,000	165,000,000
Connecticut	401,292	203,759,831
Delaware	97,295	30,466,924
Florida	110,725	49,461,461
Georgia	955,090	500,000,000
Illinois	1,242,917	333,237,474
Indiana	1,149,606	301,858,474
Iowa	325,913	110,000,000
Kentucky	1,086,587	411,000,198
Louisiana	600,387	270,425,000
Maine	623,862	131,128,186
Maryland	639,580	261,243,660
Massachusetts	1,133,123	597,936,995
Michigan	509,374	116,593,580
Mississippi	671,649	251,525,000
Missouri	831,215	223,948,731
New Hampshire	324,701	103,804,326
New Jersey	569,499	179,750,000
New York	3,470,059	1,364,154,625
North Carolina	921,852	239,663,372
Ohio	2,215,750	860,877,354
Pennsylvania	2,542,960	1,031,731,304
Rhode Island	166,927	91,699,500
South Carolina	705,661	303,434,240
Tennessee	1,092,470	321,771,810
Texas	500,000	240,000,000
Vermont	325,206	91,165,650
Virginia	1,512,593	530,994,837
Wisconsin	552,109	87,500,000
District of Columbia	59,000	25,568,763
Minnesota	65,000	20,000,000
New Mexico	83,500	7,550,000
Oregon	38,000	7,775,000
Washington	5,500	1,450,000
Utah	39,000	4,250,000
Kansas	11,000	2,350,000
Nebraska	4,500	1,235,644
Total	26,964,312	89,817,611,072

Add for property not valued, for under valuations, and for the rise in the value of property since 1850, the sum of 1,500,000,000

Total wealth of the U. S., 1856, 11,317,611,072

Cold Feet.—Cold feet are the avenues to death of multitudes every year; it is a sign of imperfect circulation—of want of vigor of constitution. No one can be well whose feet are habitually cold. When the blood is equally distributed to every part of the body there is generally good health. If there be less blood at one point there is a coldness; and not only so; there must be more than is natural at some part of the system; and there is fever, that is unnatural heat or oppression. In the cases of cold feet, the amount of blood wanting there, collects at some other part of the body which happens to be weakest, to be least able to throw a barricade against the in-rushing enemy. Hence, when the lungs are weakest the blood gathers there in the shape of a common cold, or often spitting blood.

Clergymen, other public speakers, and singers, by improper exposure, often render the throat the weakest part; to such, cold feet give hoarseness, or a raw, burning feeling, most felt at the bottom of the neck. To others again, whose bowels are weak from over-eating, or drinking spirituous liquors, cold feet give various degrees of derangement, from common looseness up to the diarrhea or dysentery; and so we might go through the whole body; but for the present this is sufficient for illustration.

If you are well, let yourself alone. But to those whose feet are inclined to be cold, we suggest: As soon as you get up in the morning put both feet in a basin of cold water, so as to come half way to the ankles; keep them in half a minute, rubbing vigorously; wipe them dry, and hold them to the fire, if convenient, in cold weather, till every part of you feels as dry as your hand; then put on your socks or stockings. On going to bed at night draw off your stockings, and hold your feet to the fire ten or fifteen minutes, till perfectly dry, and go to bed. This is a most pleasing operation, and fully repays for the trouble of it. No one can sleep well or refreshingly with cold feet. All Indians and northern sleep with their feet to the fire.

Wear woolen, cotton, or silk stockings, whichever keeps the feet most comfortable; do not let the experience of another be your guide, for different persons require different articles; what is good for a person whose feet are naturally damp, cannot be good for one whose feet are dry.

Hall's Journal of Health. A Christmas Gift.—Hon. David Prentiss of Utica, N. Y., now nearly 70 years of age, was the tutor of ex-Governor Seymour, Hon. Ward Hunt, and others who have reached high public honors. His old pupils have not forgotten him. They make up an annual holiday gift for his benefit of \$500 each. Five of these gentlemen made up in this way a purse of \$2,500 for the old gentleman's Christmas.

A Heavy Shave.—It is testified to in the trial of Huntingdon, by a bookkeeper of a firm who was in the practice of accommodating him with loans for the purpose of shaving notes, that to one of these firms he paid sometimes, for sums of five or ten thousand dollars, one per cent. a day, saying that it was half what he made. It is no wonder that so many failures occur in New York. Men who borrow at such rates certainly never intend to pay their debts. Handsome New Year's Present.—George Hall, Esq., the out-going Mayor of Brooklyn, was on yesterday presented with a handsome house and lot, which cost \$11,000, as a New Year's present. It was given by the citizens in consideration of the services rendered by Mr. Hall during the prevalence of the Yellow Fever last summer at Brooklyn. Nothing like System.—"Aw! Pummell, what do I owe you?" "Oh! not much, sir. Its of no consequence." "Act! No! But I think of taking the benefit of the Act about Christmas; and, as a man of system, I am very particular about exact amounts." OH, NEVER LET AN UNKIND WORD. Oh, never let an unkind word Fall from those lips of thine, For harshness serves but to divide Love's golden chain divine. And as the rose when once 'tis plucked, We never can restore: So the fond heart, thus sadly crushed Will cling to us no more. We often kill earth's fairest flowers By some unkind neglect, Then waste our time in useless tears For what we might expect: Oh, sweeter far to gaze upon The faces of the dead, Than upon those dark sombre souls, From whom all love has fled.

From the Wilmington Journal. COAL AND IRON.

The Fayetteville Observer of yesterday contains an editorial article calling attention to the great influence of coal and iron in promoting the growth and development of a State, as shown from the example of Pennsylvania, which of all the old States of the Atlantic seaboard, alone holds her own, and actually gains upon her sister States, and this owing mainly to the development of her mineral resources. Previous to such development by the construction of canals and railroads, to carry the products of the mines to market, Pennsylvania was retrograding in the scale of States. New York had passed her and was rapidly increasing her distance; even the new State of Ohio threatened to pass her at the next census. But before the time for the taking of that census had arrived, the effect of the public improvements penetrating the mining regions began to be felt; and, instead of decay and retrogression, progress became the order of the day. The census of 1850 showed that Pennsylvania had taken a fresh start and was not merely holding her own but gaining upon her rivals and competitors. With little foreign trade—little or no lake trade—no trade with the British Colonies such as Western New York enjoys, still Pennsylvania has actually, by virtue of her mineral resources, kept gaining upon the great and prosperous Empire State—gaining in relative wealth and population. Let us bear this in mind.

Some ardent believers in the magnitude and value of our deposits of coal and iron in the Deep River country, contend that they are superior to those of Pennsylvania. Of course, much of this must be conjecture. It is enough for us to know that there are deposits there of a valuable character, and to an extent which is practically unlimited. Those best acquainted with such matters, say that these mines can be worked with profit, provided an avenue to market be supplied, and that the distance which the coal will have to be transported to a point of shipment, is not so great as to form any insuperable obstacle, not being as great as the Pennsylvania or Maryland deposits, now worked to advantage.

This is the state of the case. These deposits exist in North Carolina. They exist at a point conveniently accessible to tide water. They are awaiting development by means of slackwater or railroad, or both. Will they be developed or not? This is a question for the Legislature to answer. Individuals are not able to construct the works without the additional assistance of the Legislature.

So far as the River is concerned, if properly improved and fulfilling the ends for which its improvement is designed, it would, we think, be preferable to a railroad, inasmuch as there would be no loading or unloading between the original point of shipment on the river, at the mines, and the final shipment on board a sea-going vessel bound for any northern or southern port. We think that coal could be carried at less rates per ton on slackwater, and open river navigation, than it could on any road. But we may be mistaken, and there are certainly advantages connected with a railroad which cannot be claimed for any inland navigation.

There are undoubtedly advantages and disadvantages connected with either project—the River improvement or the Railroad. Both will, in our opinion, be eventually built and will then pay. The Reading Railroad and the Schuylkill Canal Company, are both taxed to their utmost capacity to bring down the coal of the Schuylkill region, and both these works are enormous in their own way. The Navigation labors under the disadvantage of being closed part of the year by ice, a disadvantage to which our work would not be subject.

We cannot but think that the special friends of the Railroad or the Navigation will commit a great mistake if they permit themselves to be drawn into a position of antagonism, or be persuaded to run the schemes against each other as hostile and conflicting projects. No good to either, but much evil to both must be the result of such mistaken policy. Therefore do we sincerely trust that no such policy will be adopted.

We trust that we will not be understood as unfriendly to the railroad, or inclined to strike a sideblow at it, when we say that, although we desire the success of the road as well as of the navigation, yet if we felt that one or the other must be given up, and it depended upon us to say which one that should be, we would go for giving up the road rather than the river, if for no other reason, for the sufficient one that both State interest and State pride are interested in the river project. The State is already in so far that she cannot recede without loss. Her credit is involved in putting through this work, as it would certainly be humiliating for the State of North Carolina to be forced to let a company from another section of the Union take a great State work out of her hands, she having begun it. We don't believe anybody would like this work to be sold out of the hands of the State; and that must be the consequence unless the Legislature comes to the rescue.

This work, as we have before said, has been injured by a piddling, hand-to-mouth policy. The original estimate of \$185,000 was about enough to bring it decently before the public—hardly more. If a million dollars had been said at once, and everything from the first done on a proper solid foundation from the first as it must be at the last, we believe that the work would now be paying the interest on the State debt contracted for building it, as well as affording a fair return to individual stockholders, to say nothing of the great benefits it would be conferring upon the State. The errors of the past are the results of inexperience. States, companies, and individuals have, in most cases, to buy knowledge, and pay pretty dear for it too. All hands in this case, have had to do so. It is certainly better to make use of this dearly bought experience than to spend time in criminalations and recriminations. Above all it is desirable not to fall again into the errors of the past. Half doing anything is worse than not doing it at all. If the Legislature grants aid to this work it will be the dictate of wisdom and true economy to find out the full amount necessary to do it well, thoroughly and at once, or not at all. This we think all will admit. We think it will pay to do so. We have no doubt of it.

There is too much point to be popular in this EPIGRAM BY LA MONNOYE The world of fools has such a store, That he who would not see an ass, Must hide at home, and bolt his door. And break his looking-glass. But the following will have many to testify to its truth, poor fellows: 'Tis an excellent world that we live in. To lend, to spend, or to give in; But to borrow, or beg, or get a man's own, 'Tis just the worst world that ever was known. CIGARS! CIGARS! FEW FINE BRANDS just received and for sale by J. N. SMITH, Druggist, Jan'y 5, 1857. 70-lm

TH COAL ton Jon ing. We a be very improve schemes enough beyond We fall it. We or two I in or river. I of the sl river, or some or b cisely th the rail ville, it will be I river. We th less on it will cost improve of dollar the river as every the world will have plain th the work been was cost of t After be a gre cars, but propel th men req or four l miles will be r pass all miles. constant often be either th locks th one out der, the The J and the side. A prodigious river, the coal as t road, five ported to For th nal, that be discot The roa from th bonds it year or about w yond a the Deo of State it is done. J passing c further a idea is p River Co on the h how can to foreclo We ha tility to rebut the b pardon which wa warmest the map. that we f Our men without a here. V to chroni succeed, the State INTER Washing value of commu the Treas possibly, justice t \$239,600 of real e amounts 1850 wh there w All sales consider them at 125,800, therefore \$33,325, for the Carolina hogs, sh vested in chandize doubt th at least 6 Congr since our of Va., P whenever