Mary No.

own desired meet, and its anima speak store is consideration.

It is known to most of you, that previously to taking our seats in the late General Assembly, whilst yet among you, we, as well as most of the Western members, were dealared advocates of a Charter to make a Rail Road from Charlotte to the town of Danville, in Virginia. With, great seal, and in good fatth we set out in an endeavor to accomplish this narrouse. This piedge, and this endeavor, were predicated upon what we regarded, as a fixed fact, to wit that the Rail Road authorised by the Virginia Charter from Richmond to Danville, would be speed-thy made, and that as shade of uncertainty rested upon that creat. We had not been long in the City of Raleigh, however, before we found out that the eventual success of that measure was extremely doubtful, and from all the information we have been able to obtain in relation to it, we are compelled to rest upon the conclusion that it either-never will be made or if made at all, it will be so long before it is done, as to make it folly in us to wait for its execution, before we attempt something for our own State. done, as to make it folly in us to wait for its execution, before we attempt something for our own State. We discovered also that many patriotic and sulightened and of North Carolina, it that patriotic and milightened body, were averse to an enterprise which would carry the trade of these fertile regions, in both directions, immediately beyond the borders of our State. They had long seen and deplored the want of a community of feeling and interest between the Western and Eastern portions of the State: they may well, as we all know, that our enfeebled condition is in a great measure owing to this unnatural strangement, and they strongly deprecated a plan thick would answer all the purposes of agriculture, and at the same time prevent this severance and almatics between brothers. They said it was true, not at the same time prevent this severance and almatics between brothers. They said it was true, not at the same time prevent this severance and almatics between brothers. They said it was true, and unless something was offered that might better take our anotion, they had no right to stand in our may, and prevent us from helping curselves in any unknown as we could with our own means; and hat if this more faverable alternative was not offered to the West, they would acquiesce in the grant of the Charlotte and Danville Charter. They point do also, to the fact when we should arrive at Riching, we were utill 180 miles from sea, and that such market would, by ne means, answer our agriculture and account of the second of the et would, by no means, answer our agricul-roductions. We were, therefore, called upon and we did pause to see what this alternamight be. After the scheme proposed in the syernor's message was rejected, and all hope of adment seemed to have vanished, this scheme of a second Rail Road from Goldsboro' to Charlotte was reposed by the Senator from New Hanover, with he advice and consent of some of us and other mem-ars of both Houses, from the East and the West the leading features of this scheme are, to start at point where the Rail Road that runs from Wilon to the Resnoke River intersects with the thence to run through Raleigh and Salisbury to Charlotte. The act further provides that whenever one million of dollars is taken in stock by individuin the State is to subscribe two millious. It also makes a provision, by which the Raleigh and Gas-ton Rail Road, (now the entire property of the State) will be saved from utter ruin: this provision is, that one half of the stock of this road shall be surrenderone half of the stock of this road shall be surrendered to the former stockholders, and flety be released from all their liabilities (which are very grisvous) upon condition that they put five hundred thousand dellars worth of work upon the road. This central scheme had the one advantage over all others ever proposed in the Councils of our State, of drawing together and harmonising the discordant and long alienated divisions of our State. It presented the arther advantage of falling in with the tide of travelling, and of supplying "the wanting link" in the vast chain of Rail Road that stretches (with this exvast chain of Rail Road that stretches (with this exception) from the Lakes to the waters of the Mississippi. It had the advantage also, of conducting us (with only about twenty live miles difference in distance) to Richmond, where our chosen scheme, the Danville Improvement, proposed carrying us: and over and above this, to Petersburg, to Norfolk, to Raleigh, to Nuwbern, and to Wilmington. It promised to indemnify the State in the large outlays which had been made in the two Rail Roads already in operation, by bringing up the value of the stock. It called for much less money from individuals, and therefore, seemed much more likely to succeed, than the other scheme. Norfolk, Newbern, and Wilmington, are all near the seaboard, and, are therefore, for all grain, much better markets than Richmond could be. Wilmington, in particular, is the best market be. Wilmington, in particular, is the best market for an interior country, of any port in the Southern States. Upon the whole, the alternative proposed in this scheme, embraced far more than we asked or ted. Who that loved the Old North State, who that rejoiced in her strength and pride of character, could halt between opinions? Who could doubt or hesitate? We did not. We gave up at ence, our preference for the Danville Charter, and in so doing, we think we have met the just expectations of our constituents, and of all the friends of Western Carolina. We think too, that in so doing, we have opened a way for the redemption of our

Now, as to the practicability of the proposed scheme: from Charlotte, to the Yadkin River, (46 illes) we know from personal observation, that the and is highly favorable for the construction and keeping up a work of this kind. A direct line be-tween these points, would be well adapted to such a road; but by deflecting either to the right or the left, we have a country that cannot be surpassed in suitableness, by any in the State, at the same distance from the sea. From Goldsboro' to Raleigh, distance from the sea. From Goldsboro' to Raleigh, reckoned at 45 miles, there is a uniform plain, abounding in the very best timber. On both these sections, labor is cheep, and provisions plenty. The probability is, that these two sections can be constructed at the very lowest rate which is given for such work. We would suppose that eleven thousand dollars a mile would be an ample estimate for this part. Allowing for deviations, and to leave no room for cavilling, we will put the whole distance from Goldsboro' to Charlotte at 210 miles, (though many think it less.)—
Taking off these 91 miles, there will be 119 miles intermediate, which is not so well adapted to this kind of improvement. There are many short hills kind of improvement. There are many short hills and a considerable number of streams. But we have received positive assurance that the profile of this section is nearly, if not quite as good, as that upon which the Charlotte and South Carolina road is located I and better than that over which the great Georgia roads are laid. These roads hid with heatron, under the supervision of those accomplishing incore, the Garnette, cost only thirteen thou-dellars per mile, including care, depots, water statellars per mile, including care, depots, water statellars per mile, offices, and in fact every thing te. But if we are safe in our first calculation, here will be enough money left of the proposed the that the everage stock of all the Rail Roads in the United States pays a clear profit of sizes per cent, to have the very best authority for saying this—he information is derived from the official reports the Rail Road Companies published in that safe autious periodical, the Rail Road Journal—Gain, we have the fact stated in the same Journal and continued by many others, that there is no well asta Rail Road in the United States, but what pays is seen, on its amplial stock, and often more—without the Rail Roads in Georgia, foot one of the Rail Road (although misfortune has been from the same thing can be said of the work in every other particular) have greatly increased in value. The same thing can be said of the Charlotte and Sauth Carolina Rail Road, all though there is not yet a single mile of its brought from the Gain the Rail Road (although misfortune has been the Charlotte and Sauth Carolina Rail Road, all the Rail Road in the United States, but what pays the particular have greatly increased in value. The same thing can be said of the Charlotte and Sauth Carolina Rail Road, all though there is no yet a single mile of its brought from the Charlotte and Sauth Carolina Rail Road, all though there is no yet a single mile of its brought from the Charlotte and Sauth Carolina Rail Road, all though there is no yet a single mile of its brought from the Charlotte and Sauth Carolina Rail Road, all though the pays the same of the Rail Road (although misfortune has been the Charlotte and Sauth Carolina Rail Road, all though the pays the same of the Rail R

The late Governor of the State, a very cautious and intelligent gentleman, has shown by some sta-tistics, which he hald before the General Assembly, that about four hundred thousand of the people of this State, reside within fifty miles of the proposed work; we will add, that they are smong the most thrifty and well informed of our citizens. Consider how much of this population will be put in motion on business within the State. There is the Mint at Charlotte, the Iron Mines and Furnices in Lincoln, Gaston, and Catawoa. The Gold Mines in Mecklenburg, Union Cabarrus Rowan, Davidson, Randolph, and Guilford. The Banks at Charlotte, Salisbury, Salem, Hillsborough and Raleigh. The excellent Schools and Academies, (Male and Female) in nearly every County on the whole line; and above all, the University of the State. There are the Courts and Clerks' Offices along the route, and the Supreme Court at Raleigh. The Legislature, the Governor's Office, the Comptroller's and Secretary of State's Of-fices. The Institute for the Deaf and Dumb, and the Hospital for the Insune. There are all the trades and professions from one end of the proposed work to the other. There are the strong ties of a social and domestic character—all, all tending strongly and abundantly to create way travelling. How many of these 400,000 will have some surplus to send to mar-ket, and how many will go with it, is scarcely with-in the range of conjecture. Can any one doubt, who looks at these things, but that enough of travelling and other business will gather upon this Road to give constant employment; and constant employment is synonymous with profitable employment. It may be synonymous with profitable employment. It may be said that the Wilmington Road if completed to Manchester, will take off so large a share of the travelling as to leave the Road unsupported. That this route will take a share of the through travelling, is undeniable. But when we think of the vast amount of this kied of travelling that the Boats on the Mississippi and the Sea Packets now carry, and reflect that most of this will inevitably take a Rail Road, whenever one is made the worker was a week to the said the said to the said whenever one is made throughout, we ought not to covet all this custom. That we shall have our share of it, the superiority of our climate, and the lively and interesting face of the country, with all its other natural advantages, will amount to a full security. We shall, undoubtedly, obtain enough, with the way travelling above suggested, to make the investment a good one. These are considerations that mostly address themselves to the capitalists—to the class of it out at a profitable rate of interest.

But there are considerations beside these that ap-

peal strongly to the bosom as well as the pocket of every farmer. Let him look to the fact that as things now stand he toils and sweats the year through, and lays up nothing at the end of it. His lands are wearing out for the want of a motive to preserve and improve them. His sons and daughters are growing up without the benefits of a refined ed ucation, because he has not the spare cash to send them to the higher Seminaries. His live stock are degenerating: His buildings and feuces are going down: His neighbors and friends are leaving for the "far West," and himself constantly growing more captious and discontented. It is needless to say why these things are so : you all know the cause of t, and we will therefore only proceed to say that this plan opens a prospect for a deliverance from this melancholy condition. In the first place, the expenditure of three millions of dollars among the laboring classes will of itself produce a state of pros-perity. Business will become brisk. The price of all kind of labor will rise. Every species of produce will sell higher, and a general activity and spirit will prevail in all the departments of industry. Neither will these incidental advantages cease on the completion of the work. They will become less important, it is true, after operations shall have begun upon the road itself; but even then hands will find employment in repairing and superintending the work, preparing fuel, attending water stations, depots, &c. &c. These will sestain a limitted but perpetual market along the fine. But then will come in also the great and more extended benefits for which the work was undertaken. Every thing that can be grown upon the farm-every thing that can be fashioned in the workshop, or made in the facto-ry—every mineral that can be dug from the earth, and every animal we rear, from a chicken to an ox, can be sent speedily to some one of the many markets within our reach and sold at prices at least dou-ble those now obtained for them. In the mean time, at a proper time, is that, in all the conversations the farmer may keep his hands and horses at work upon his plantation—save the wear and tear and breakage of his wagon and gear, and escape the hardship and exposure to which the present modes of transportation expose him. In connection with this part of our subject, we would direct your attention to the most wonderful discovery of nodern times. THE TELEGRAPH. It is a small piece of machinery, with wires branching off in different directions, along which the lightning is sent to carry news. Every Rail Road is obliged to have this invaluable appendage. By this means the state of the several markets can be known in a few seconds at any and every depot along the whole line : so that if corn or flour should take a sudden rise in Charleston, Wil-mington, Newbern, Norfolk, or Petersburg, the offi-cer of the Rail Road at that place, or some conf-dential friend, has the Telegraph at Salisbury or Concord set to work, and before a man can walk to his stable, bring out horse and saddle him for a journey, the same fact is made public in your own county town. You see that this secures you against runners and speculators, and enables you to avail yourself of the best market in the shortest time. this is not the only benefit which the farmer may expect from this great undertaking.

The Increase in the Value of his Land s a consideration of great magnitude. Only a fee days ago, it is a notorious fact that the lands of a fair quality, numbering several thousand acres, lying in the conty of Davie, some seven or eight miles from the tewn of Salisbury, some of them on the Yadkin River, sold at public anction on a long credit for less than three dollars an acre. Such lands in the State of Georgia lying within seven or eight miles of any point of any of her Rail Roads would command at least twelve dollars an acre; that a like appreciation will take place in these very lands and in all others similarly situated, if this road is made, cannot be doubted for a moment. We do not rest this assertion upon more conjecture : like results will ree militions to allow \$15,958 per mile, for the inthe maintenance of the surveys and estimates,
to need not have the tenst fear therefore, as to the
ifficiency of the sum proposed in the Charter.

Nor have we the slightest doubt as to the profitatime of the stock. In the first place, we will prethe that the average stock of all the Rail Roads in
the United States pays a clear world of the infollow from like causes all the world over: attend
then to the following facts. The citizens of Wiltheir houses and lots were assessed at, the year before.
At the last assessment, the same property was valused at more than double its former rate. Again,
the that the average stock of all the Rail Roads in
thousand dollars of value has been added to the taxship lands in four counties through which the Wil-

response. She has not, as yet, put herself in communications the interest of these places, but no one doubts her shilly to do so. As we said before, she is always making 7 per canal profit; what will be the affect of completing these connextors, it is not persible for steam boats at a very small expense, and is even to coujecture. Whatever the result may shibe the shibe the shibe accounts and the shibilitions, and the social inducements within our own borders, that are strong along this result in a mouth, it would long ago have become the great lighway of commerce. When it shall be reached with the great werk we are now contemplating, the cherished hope of half a century will be fealing and whole axion, and its generally far more profitable than what is called through travelling. Between Wilmington and Weldon, it amounts to more than double the income of the other, although the countries of Rown, Davideon, Davideon Davideo Surry and ling work. The late Governor of the State of the countries of Rown, Davideon, Davideon Carry and improved.

The late Governor of the State of the countries of Rown, Davideon, Davideon Carry and without countries of Rown, Davideon, Davideon Carry and ling there are not the Yadkin and the countries of Rown, Davideon, Davideon Carry and Wilkes, which it bisects, will find their account, the countries of Rown, Davideon, Davideon Carry and Wilkes, wh therefore, in forwarding an undertaking that promi-ses so glorious a result for them. What other hope have they for redemption from ther present depressed condition? We forbear to dwell longer upon the cheering prospect which this view of the subject peus apon our vision But it will be asked how is the one million requir-

> ed of individuals to be raised? How are farmers expected to subscribe for stock, when it is known, that from causes already pointed out by us, there is but little money among them? We all answer this inquiry, by saying in round terms, that they may take stock and pay for it without paying any thing in money, except the five per cent required to be advanced at the time of subscribing: beyond that sum, they need not be called upon to advance another cent. There are thousands of slaves in North Carolina whose labor from the causes adverted to, is utterly unprefitable to their owners. Should these which impede the course of her sons to fame slave owners choose to change this barren vocation and power. She is no longer like an angel of for a contract upon the Rail Road, they may safely take the amount of half of their intended contract. Experience proves that this is greatly the most profitable employment that ever slave labor engaged in as a general business. At the estimates above stated, a few miles of Rail Road would keep a whole neighborhood in employment for a year or so. The most satisfactory assurances will be given by the Commissioners who take the subscriptions, that subscribers shall in all cases be preferred in letting out contracts. It is not in this business as it is in some other badly managed concerns, that contracts are let to the lowest bidder, independent of his skill or ability, or any other consideration. The Englneer makes the estimate according to a fixed rate, say so much for the cubic yard) and then he gives the execution of it to those who are from all circumstances best entitled: always in a case like this, preferring those that have subscribed, and in all cases listributing this patronage as equitably as pessible, o as to give every subscriber a chance. Five per cent has to be paid in advance by every subscriber. This is the positive requirement of the Charter ;but, after that, it will readily be seen, that when he above arrangement is made, no more money will be paid out; but on the contrary, money for half the price of the contract will constantly be coming in. and if the subscriber takes a contract, that will enable him to get double the present hire of his slave: Or, if he can hire his slaves for double their present | and wading through ewamps, a surveyor of land hire, he gets his stock without paying a cent for it, in his early manhood. But she shows him in a of negroes shall not rise quite so high, the nearer it approaches that point, the nearer the farmer will ome to the result above indicated. But suppose it loes not rise at all, then we simply say he can pay for his stock by the hire of his slaves. Then how does he stand? He has lost the labor of his slaves for one or two years: this labor was not profitable to him on his farm. He has doubled the value of his lands. He has secured for his future slave labor a fair reward for all time to come; and beside, he is the owner of so many dollars worth of stock, paying (we devoutly believe it) not less than six per

cent. per annum. The two millions which the State pave wil render it quite convenient for this arrangement to be made in every instance; and we can vouch that It will be made in every instance where it is desired. But we have heard it objected that the work will be begun at Goldsboro', far in the East, and that it will be a long time before we can have any of these promised benefits. To this, we answer, that in all probability the work will be begun at Raleiph, and move towards the West directly; and as soon as the South Carolina Road is finished to Charlotte, it is believed that operations will begin at that point, also. Our ground for the first opinion is, that the State is now the sole proprietor of the Raleigh and Gaston Road; it has hitherto been a losing concern but as soon as the Western trade shall be opened upon it, it is manifest that it will begin to revive It is, therefore, clearly the true policy of the State thus to begin, and thus to carry on the work. The State will have by means of its superior smount of stock a controling voice in directing the affairs of this company, and we may be sure the undeviating principle of self-interest will in this case, as in all others, prevail. Our ground for we had with influential and leading men in the East, it was conceded that as so little had ever come from the State Treasury to this part of the State, we had a right to insist upon an early ap-plication of the benefits of this work to our pre-sent necessities. The just and liberal feeling of the present Governor towards the West, and the exalted character of his Council, leave us to ground to apprehend that any of our reasonable

demands will be refused. We, your Representatives, in the General Assembly, think we have done our duly in bringing before our fellow-citizens a plan so liberal and comprehensive. It now remains for the people to do their duty. If the undertaking shall fail now, the longest liver amongst us need never expect to witness the recurrence of such another offer. A thicker darkness will settle on our fate, despondency will stuk deeper into our hearts, and it would have been far better that this effort had not been made. But, let us cheer up. There is too much at stake to doubt of success. The response throughout the country thus far has been ponse throughout the country thus far has been encouraging, and on every hand we hear of preparations being made for a mighty effort. Able and patriotic men are taking up the matter in earnest: a spirit of enquiry is extending itself-real estate is already beginning for itse in value, and the prespect around us is brightening. Let us then lift up our hearte in the fervent hope that

"The best of our days are coming." With the utmost respect your ob't servants, JOHN A. LILLINGTON, Senator from Rowan and Devic. H. C. JONES, RUFUS BARRINGER. JOSEPH W. SCOTT.

FROM CALIFORNIA -- Scarcity of Dwellings .-Houses and shantles are so scarce in California that an occupant of a ten by twelve, who has the shanty on a lease of \$10 per month, was offered

From the Standard MASONIC SEMINARY.

We have before us the "Report of the Trustees" of the grand Lodge of North Carolins, together with the Speach of J. M. Lovejoy, Esq., (Principal of the Male academy in this place) on the Masonic Seminary, proposed to be established. This Report is signed by Messrs. J. F. Speight, William Cott, C. W. D. Hutchings, W. H. Mezd, J. F. Rhodes, J. M. Lovejoy, W. F. Calling, and W. G. Hills, and it gives cheering Collins, and W. G. Hill; and it gives cheering evidence that the contemplated work is in a fair way to be accomplished.

We have read the Speech of Mr. Lovejoy, de-livered before the Grand Lodge, at the late An-nual Communication, on the subject of Education, with unalloyed pleasure. We quote the following, as furnishing a specimen of the style of the

" I have often been asked the question, "what will the poor of our order do, if uneducated, when they become men"? What will they do, if uneducated, when they become men? But the uneducated never become men; the ignorant are always children—children are they in respect to
the works of God and the creations of mind. But what do the educated poor ! They do all that is done. They become great lawyere, great architects, great painters, great mechanics, great statesmen, great poets, great philosophers, aye great in every thing. Poverty tells her children, when educated, they are rich. She stills stands before them in her rage, but her eye is full of en ergy and fire. Her arm is still gaunt, but has the strength of a Titan's to rend the barriers death, and cold and shivering as the North wind, but is rather a good spirit, and teaches her chil dren a thousand things. She points them to the wealth and treasure of the world, and bids them reach forth the hand and take it. Poverty, when her children are educated, shows them many things. She learns them how to cut mountains into beautiful columns and to fashion the rude rocks into magnificent temples, that they may rell he grandeur of nations to distant times. She has shown them how to pen up fire and water in ribs of steel, which speed the commerce of States over the globe, and how to take hold of lightning. and chain our thoughts to his car. Poverty teaches her educated children many things. She points them back through pre-existent time, and shows them the mighty men and demigods of old; that they were poor, yet nevertheless formed savage hordes into civilized and gigantic States, became the lords of song, of eloquence and phiosophy, and thus won their way to immortality. She points them to the great men of modern date-to Shakspeare, Napoleon, Milton and Washington, the four giants of thought and action, who have written their names in letters of fire upon the black wing of time, and says that they were poor. She shows them Washington, traversing forests different picture, struggling with that monster and terrible thing, called a tyrant, wrenching his hand from the throat of Liberty and placing his broad, brave bosom between her and her tormentor; lifting up a State which had faller, wasted and bleeding, and placing her feet upon a found-ation so strong and deep, that she has grown up. the glory and wonder of the world.

But I have not time to tell all the educated poor have done and can do. They teach all our schools, fill all our colleges with professors, and our churches with the ministers of God. They build all our towns and villages, all our vessels of commerce, and navies of war. But what does Wealth? Nothing, nothing at all; she stands with her arms folded upon her busom, tricked out in her Jewelry and golden petticoats, and looks on to see Poverty work. But she pours into the lap of Poverty her gold, surrenders her possessions, gives up her houses and her lands and her petticoats also. How does Poverty serve her uneducated children? She stands before them, stern and terrible—she will give them no aid, no comfort, no cheer. She pushes them into every hole and every ditch; she plucks their rags, and tells them that the North wind is stormy and fierce, and cold, and that no body cares.— Sne talks to them all day of want, of hunger, and famine, and haunts their pillow at night; she tells them of grog shops, of rum and of crime, and makes them believe the very Devil is their best friend. Thus talks Poverty in two ways. Thus talks Poverty with her double face and Janus mouths-and she tells you educate your children, and I will lift them up to fame, and power, and distinction; but leave them uneducated, and will crush them and crowd them down to ruin."

Alluding to the importance of such a Semina ry to the destitute children of the Masonic Order.

"It may be said that the destitute of our order are educated. But how, I ask ! Are they educated as a Mason, who has the means, wishes to educate and does educate his own children !-They are, perhaps, sent to action one year, two months another year, three another, two again, and thus ends their instruction. No child ever was or can be thus educated. I consider educa-tion to be that discipline of the moral and intel-lectual faculties which fits an individual to discharge any duty which society imposes upon its members. Doubtless this fraternity has some chi dren growing up in perfect ignorance, without even a knowledge of the Bible. May the Father of mercies save and protect the poor ignorant children in the desert which stretches before? Has it come to this? Shall it be said that the Masons of North Carolina will suffer any child who has claims upon them, to grow up without a knowledge of the Bible! The Bible! What is the Bible? The voice of God, the philosophy of creation, the fountain of all wisdom, the source of all good; the pirot on which swings the needle of hone, that points the earth-born heaven-ward; the wing of the imagination, which lifts it up with great thoughts like the pinions of a strong eagle; the mine from which are wrought the gems that twinkle on-the brow of immortal Poesy; the hold, bright truth which the naked soul seizes and invests itself, as with the garment of an angel; a diamond cut from the threne of God, and placed

sharty on a lease of \$10 per month, was offered \$30 per unouth to move out, by a recent arrival.

The California Star of Dec 2, says:

In consequence of the large number of passengers arriving from abroad by every vessel, we fear that a vast deal of suffering will be experienced by hondreds without shelter, when the rains commence, which must be close at hand—at Lumber is scarce, and at the enormous price of \$125 per 1,000 feet, white quantities are lying ready for shipment at all the Embacaderan on this Bay, at Bodega and Santa Cruz, to say nothing of the asundant supplies we might obtain from Columbia River and Sitks, if we had the vessels. Our citizens hope to obtain some relief from Com. Jones, by his throwing open the coasting trade of Oregon and California temporarily to foreign flugs, and thereby enabling them to obtain articles of first-rate necessity—lumber and provisions—at moderate cost.

The monotony of our village life was agreeably broken, on last Monday, by the advent of Raymond's Menagerie. Not the juveniles only, but the whole adult population, male and female, within five miles of the Court House, were alive with excitament. The North wind was cutting as a note-shaver, but in spite of that and the supposed scarcity of coin, the "pavillion" was thronged. A more motley assemblage I never saw—the animals were nothing in the comparison—and in point of decorum, the spectators might have taken lessons from the Grizely Bear. It was the only public assembly that I ever heard of in this country, which the presence of ladies did not control into propriety of speech and manner. Even the professional benst tamers themselves, Mr. and Mrs. Schaffer, failed to subdue the rampant animals outside the cages.

In the monotony of our vibility for the whole adult population; Thus in some of the small towns in that State their census returns show the following rapid changes between 1840 and 1845, (only five years) in their population:

Roxbury 67 per cent. Lowell 38 per cent. Brookine 50. "Worcester 56."

Gambridge 33. "Springfield 33."

Chelsea 128. "Fail River 59."

It may be said that every farm, every acre, through which a Railroad passes, is enhanced in value thereby at least one dollar per acre. The following remarks are extremely pertinent to the subject; and are worthy a careful consideration. Similar remarks might be written for our own latitude, (Maryland) of the Baltimore and Ohio Railroad were now and the subject of the small towns in that their census returns show the following rapid changes between 1840 and 1845, (only five years) in their census returns show the following rapid changes between 1840 and 1845, (only five years) in their census returns show the following rapid changes between 1840 and 1845, (only five years) in the changes between 1840 and 1845, (only five years) in the changes between 1840 and 1845, (only five years) in the changes between 1840 and 1845, (only five years) in the c

rampant animals outside the cages.

The elephant was the great point of attraction as usual. Many were the remarks elicited by its immense size and decility. "I want his hide and frame for a corn crib," said fellow from Pan-Handle Beat.

"Save me his ears for skearts to my old wagin addle," remarked another. "Goodness gracious," ejaculateded a sallow girl, with a dirty blue Ribon around a dirty yellow neck, "was it borned with that ugly snake-thing stuck to "Its got a'most the least har to as much hide, that

ever seed," quoth Jerry Brumbelow.
"Whar do they raise 'em?" asked some honest searcher after knowledge,
"Not here—not here in this (hic) country," replied Jim McGaffey with a knowing, would-be-sober Whar then ?"

"That animal," said Jim, who was very drunk, "that animal wasnt raised in the island (hie) of Ameriky. It come all the way from (hie) Ireland."

"Give us your hand, my friend? exclaimed old. Tom Martin, with irenical air; "give us your hand for the thrue word yo're tellin' the boys. Don't ye see the cratur's fut? look at his fut? Sure 'twas made for the Bogs of the ould country! This thing the, is but a heiffer, as ye may say. What would ye say, if ye could see a giniwine grown up Airish Bull? Och?"

"Satis! jam raiss!" soliloquized a corpulent lawyer, as he walked up; unconsciouly latinizing the spirit of Tom Haines' remark on a similar occasion, made to Tom Jefferson.

The group adjourned to the vicinity of the Lien's "That animal," said Jim, who was very drunk

"Well, be granny, I did notice he was hearse, when he hellered, a while ago." "Whar did he come from, Jim?" asked one of the crowd

"From Ireland, too, be Jasus," said old Tom the rishman, taking the word out of Jim's mouth.—
Did'nt he McGaffey 70 "I judge (hic) he (hic) did," said Mack.
"Pil take my corp'ral of it," returned Martin;

"the groover of Blarney is full ov 'em !"

Presently the crowd was ordered back, and Mr. and Mrs. Schaffer entered the cage with the lion, tiger and other animals. "That takes Billy's horns clean smooth off to the scull—now don't it?" said Tom Hussey.
"Its the fust time I ever seed the likes, and I'm

sixty five come fall" remarked an old grey-headed " Is it a rail woman in thar?" asked a skeptical "Why, you see," said Jim McGaffey, "its a rail woman, but she's got great sperrets. Some people, tho', (hic) think these show people (hic) aint regu-

ar human, no how." "No more, and they sin't," said old Tom.

"What are they then?"

"Airish, to be sure!"

"Well sin't the Irish human?"

"Divil the bit of it !" responded old Tom, "they're all subjects so the Queen of Great Britian."
"That's (hid) a fact," said Jim McGaffey; and the point was settled.

Mrs. Shaffer shook her whip at the tiger, which dashed by her, and crouched in a corner of the cage,

" Take care, she-bar-legs, the old boy's rattlin his chain-as my old woman tells Dick, when he cries," "I say John," observed a half-worn out man in a louched hat...." I sin't no objection to that woman bowin off her legs, that way; but if Betsey was

"Let Betsey's name alone you lary good-for-nothin!"—interrupted a sharp nosed female, with one
child it her arms, and another at her knee, "let
Betsey's name alone, goodness knows! she can get
along without sich notice as that"—'twas the blessed
Elizabeth herself—"and come here and tote Jake.
Here they've been scrougin' and runnin' over the
poor child all dey—and you a-jawin thar! and a
talking about you know not what! Its only the Lord's
mercy the elephant did nt tromp on him, and squah
him to death. Come along!"

The hen-packed meekly obeyed; took Jacob into
his paternal arms; and I—ceased to take notes. Let Betsey's name alone you lazy good-for-noth-

A QUARRE'S LETTER TO BIG WATCHMAKER—
I herewith send thee my pocket clock which greatly standeth in need of thy friendly correction. The last time he was at thy friendly school, he was no ways reformed, nor in the lesst benefitted thereby; for I perceive by the index of his mind that he is a flar, and the truth is not in him; that his motions are wavering and irregular; that his pulse is at times quick, which betokeneth not an even temper; at other times, it waxeth singgish notwithstanding I frequently urge him; when he should be or his duty, as thou knowest his usual name decotest, I will find him alumbering or elepting—or, as the vanity of human reason pitrases it; catch him napping. Examine him, therefore, and prove him, I beseech thee; thor, oughly, that thou mayest, by being well acquainted with his inward frame and disposition, draw him from the error of me ways, and show him the A QUAREE'S LETTER TO BIS WATCHMAKER diamond cut from the throne of Got, and placed upon the front of a dark world, to light its way, ward steps to eteruity."

We wish every Mason, and the family of every Mason in the State, could read this Speech.—It would enforce at once, as with a trumpet-If would enforce at once, as with a trumpettongue, the necessity for action on this subject;
while, at the same time, it would bring home to
their hearts, by its commanding eloquence and
its saving truths, the full worth of its outhusizetic but unobtrusive author.

"Hamps on your Pocker Books."—This was
the startling exclamation of the conductor on the
train of care from New York to Philadelphis. you send him home we drawn out by the spirit to the in the

The following sketch, taken from the Abstance Journal, of a "few" who really did see the "Elephant" is by the graphic feather of Johnson J. Hooper, a native of the old North, but now practising Law in Chembers and the adjoining Counties, in Alabama. We consider him, next to Lougstreet, the best delineator of Country life, manners, and customs, that there breathes (we mean in that department of native production) upon this terrestrial hall, "The Elephant was the great" and I—ceased to take notes?

The monotony of our village life was agreeably broken, on last Monday, by the advent of Raymond's broken, on last Monday by the advent of Raymond's broken, on last Monday by the advent of Raymond's broken, on last Monday by the advent of Raymond's broken, on last Monday by the advent of Raymond's broken, on last Monday by the advent of Raymond's broken, on last Monday THE EFFECTS OF BAILROADS UPON

It may be said that every farm, every acre, through which a Railroad passes, is enhanced in value thereby at least one dollar per acre. The following remarks are extremely pertinent to the subject, and are worthy a careful consideration. Similar remarks might be written for our own latitude, (Maryland) If the Baltimore and Ohio Railroad were now finished, there is little question that the enhanced value of preperty throughout the line, would be "three times the cost of the Road"—to say nothing of the increased business that would be derived directly by our Baltimore merchants. In that event, the number of passengers from the Ohio to Baltimore no donly our Baltimore merchants. In that event, the num-ber of passengers from the Ohio to Baltimore no doubt average 1000 per day throughout the year, provided the Company adopted the minimum rates of fare.— Baltimore itself would derive a much larger revenue from the Road, than the Railroad Company itself.

From the Louisville Journal. The following letter which we presume was writ-ten by the able President of the Nashville and Chatcanooga Railroad, shows results which we have often n this State.

We commend the letter to our farmers as well as egislators:

NASHVILLE, Tenn, Feb. 10, 1849.
To the Editor of the Nashville Union-To the Educate of the Nashville Union—
Six: There was, at the time of making up the subscription to the Nashville and Chattaneoga railroad, much said, and conflicting opinions expressed, with regard to its effect upon the value of real estate, growing out of expected enhanced value of the products of the soil, and increased business of the towns; made for the Bogs of the ould country! This thing the, is but a heiffer, as ye may say. What would ye say, if ye could see a giniwine grown up Airish Bull? Och!"

"Satis! jam satis!" soliloquized a corpulent lawyer, as he walked up; unconsciously latinizing the spirit of Tom Haines' remark on a similar occasion, made to Tom Jefferson.

The group adjourned to the vicinity of the Lien's cage.

"Why didnt they shurr (shear) that critter's fore parts, as well's his hind ones?" asked some one.

"You see," said his keeper, a man with huge whiskers, and green blanket coat—he's got a breast complaint and we were afraid of increasing his cold." termined that a fair and very low average rise on the lands ten miles each side of the railroad would be five dollars an acre aiready, which is a gain to the

five dollars an acre already, which is a gain to the land holders of Tenessee, and on the line of road of \$64,000 per mile of road, or \$9,727,000 on the whole one hundred and fifty miles, equal to over three times the cost of the road, which will not be as much as \$3,000,000, fully equipped and under way.

The rise in Town property has been in as great a proportion, making at least \$1,800,000, which, added to the \$9,723,000, would make \$11,028,000.—
This may look large to those that have not had their attention called to this subject, but it is so nevertheless. But even if it were only one half, or only one fourth, it would be equal to the whole cost of the less. Hat even if it were only one half, or only one fourth, it would be equal to the whole cost of the road. Thus, when it is recollected that all the money subscribed in Tennessee is laid out again in the State, and circulated and kept at home, the cost of the road and much more is already a clear gain to

the country, Under this auspicious state of things, what would be the extent of the calamity if the road should fail to be built? of which there cannot be a doubt now. It would be much worse than the loss of a debt, be-It would be much worse than the loss of a debt, because this debt never was certain and cannot be until in maid. But when the landholder has an advance of one, five, or twenty dollars an acre on his land there is no ancertainty about it, this land is his own, and the rise, of course, his.

The mountain land, the least valuable in the State, lying within ten or fifteen miles of the railroad line, that would not, two years ago, command one cent per acre, is now ready sale at a dollar and upwards.

These are facts, worthy of consideration, particuly where there is seascely a land or city property holder, whose stock isnet already more than realized to him in the rise of his property. In fact, I have known of sales of a tingle piece of property at a sufficient advance to pay the whole stock taken by the seller, in a fair proportion to his whole property.

These facts are certainly cheering, and should be thought of, and set as an encouragement to prompt cheering and immediate payment by the stockholders of their salls, to could the eigorous procedution of this work, upon which depends so much of the setund raile of the property of the stockholders and the welfare of the whole State—for she would reap a fall shere of gain, in the increased value of taxible property, and in character, from success in sogress a work.

These facts work.

These facts are certainly cheering and should be the spoperty, and in character, from success in sogress a work.

THE EX-PRESIDENT AND SUITE.

The Ex-President, Mr. Polk, and Lady and Niece, together with Mr. Secretary Walker and Niece, and Mr. Grahame, Solicitor of the Treasury and Lady, reached our town at 10 o'clock yesterday morning. Their arrival was heralded by the booming of cannon, the ringing of bella, and the floating aloft of banaces and streamers from stalls, house tops and mass heads. The Magistrate of Police, Col James T. Miller, the Committee of arrangements, and a large consequence of cilizens were ready at the Rati Readily reseive the Ex-President and mite, and they were these greeted by Col. Miller in a brief and cordial address, to which the Ex-President warmly responded. The whole suite were then seconds according to the programme heretofore published to Mrs. Swann a Boarding House, on the Inlumy of which, and in view and hearing of the assembled growd, Mr. Wm. Hill welcomed the Ex-President and suite, in a cordial, chaste and eloquent midress; during which he alluded to the birth and elupation of the Ex-President in North Caroline, and to many of the leading mensures of his administration.

Mr. Folk's response was feeling and patriotic. He fondly acknowledged his attachment to North Caroline, and the gratification which is gave him to receive from the Archives of England, and to transmit to our State Hearestee, the remarked syldence of the early disloyalty and independent readily disl THE EX-PRESIDENT AND SUITE.

portions of Narth Guest estimable taken of our C need to the crowd, that at that hour hundreds repaired thither, de ministions to our distinguished Wil Commercial.

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Also, Wines and Brandy, of the best quality, sedical purposes, and superior Segare, Tobseco.

As which they offer for sale, on the most accommod terms. Paints,

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rading consider Flotely only a President