

THE NORTH-CAROLINA STAR.

THOMAS J. LEAHY, Editor.

NORTH CAROLINA—Powerful in intellectual, moral and physical resources, the land of our sires and home of our affections.

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AGRICULTURAL.

ENORMOUS CHINQUAPINS.

A gentleman from the county of Franklin, yesterday, presented us with a handful of chinquapins, the product of a tree in that county, which considerably exceeded filberts in size. There was great uniformity among them, no one being perceptibly larger than another. They averaged three quarters of an inch in diameter, and about an inch in length. Two of them were left at the desk for inspection.

Rich. Dia.

Mr. Ewing, of Bodorgan, in North Wales, is contemplating the adoption of glass teals to preserve crops of wall fruit from untimely blight.

THE BLACKBERRY.

Very few regard this shrub of the slightest value—it does, however, possess some qualities which entitle them to the attention of others than the mere passer-by; for instance:—
"The blackberries have a desiccative and astringent virtue, and are a most appropriate remedy for the gums and inflammation of the tonsils."
"Boerhaave affirms that the roots taken out of the earth in February or March, and boiled in honey, are an excellent remedy against dropsy."

"Syrup of blackberries, picked when only red, is cooling and astringent, in common purgings or fluxes. The bruised leaves, stalks and unripe fruit, applied outwardly, are said to cure ring-worm."

Am. Farmer's Encyclopedia.

A CURE FOR WARTS.
Take a leaf of a plant called the house-leek, which is quite common about households, peel it and bind it upon a wart when you go to bed. In the morning, the wart will be softened to such an extent that you may pull half of it off. Repeat the application for two or three nights, and the excrescence will disappear, leaving no mark behind. We have tried this frequently since we were a boy, and know it to be an unfailing remedy.

A correspondent of the Baltimore American, writing from Russell county, Virginia, gives two cases, one of a negro man and the other of a boy, in which severe cases of cutaneous disease have been cured by the free administration of brandy, half a tumbler full at a time every few minutes until a quart had been taken. It is said that the liquor in such cases does not intoxicate.

AGRICULTURE IN OREGON.

A letter from Umpqua Valley, Oregon, published in New York Courier, says the climate is so mild in that quarter of the globe, that sleeping out doors is no hardship. Even in winter the ground in the valleys never freezes, so that oats, potatoes and barley are sown in the fall.

The wheat has the largest grain ever seen. Oats of a corresponding quality are raised five years in succession from one sowing, yielding at the rate of fifty bushels to the acre of each crop. Indian corn does not do so well on account of the droughts in August and September; but potatoes, turnips and other roots, in the moist locations grow to a great size. No insects or weeds trouble the crops of any kind. Apples produce abundantly, and plums, crab apples, raspberries, (a large variety), whortleberries (a red species), strawberries, and several other berries of fine flavor, not known at home, are very abundant. Government gives to every adult settler on public land in Oregon, six hundred and forty acres in fee simple.

THE OLIVE TREE IN THE SOUTH.

We see that a Mr. R. Chisholm, of Beaufort S. C., is successfully cultivating the olive tree, from plants procured in the neighborhood of Florence, Italy. Mr. Chisholm has also made arrangements to obtain trees from Spain. Those he has been abundantly every year. He has not commenced the manufacture of olive oil, except to the amount of a few bottles merely as an experiment.

We are glad that this experiment to cultivate so valuable a tree of which one species is indigenous to the South, has succeeded so well. We are glad, too, to see that South Carolina, whilst preparing for independence, is not forgetting that peace is something necessary to a nation's existence; and accordingly, that she is preparing its emblem, the olive branch, to be magnanimously offered, no doubt, to the rest of the Union when South Carolina's chivalry shall have conquered it.

In order that we may be ready to exchange such amiable insignia with her, when the time arrives for so doing, some information on the olive tree, and on the chances of success for its cultivation in this country, may not be deemed out of place. From various good authorities we have collected what follows:

A temperate, equable climate, with neither too much heat nor cold, and without excessive changes, is required for the olive tree. It will bear a steady, severe cold, but not a quick and violent change from mild to cold weather. It is otherwise an extremely tough and hardy plant, very long-lived, and requiring some cultivation before producing fruit. In Europe it is not successfully cultivated north of the forty-fifth degree of latitude. It grows in every kind of soil except that which is marshy; and is planted at intervals of twenty or thirty feet, as it requires plenty of air and light. It is multiplied by cuttings and by pieces of the root, which are raised from the seed, or from wild plants taken from the woods, which are afterwards grafted with the desired variety. There are in all seventeen varieties of the tree. The fruit ripens about the end of November, and is most abundant every second year. The wood is yellowish, fine grained, hard, and susceptible of a high polish; but the tree is too valuable in Europe to be made great use of in ornamental carving or cabinet work.

The earliest accounts we have of the introduction of the European tree into this country state that a colony of Greeks brought it with them from their own country, settled at New Smyrna, in East Florida, and there, at a very early period, successfully cultivated the olive. The settlement was afterwards abandoned; but in the year 1783 there remained on the spot several large olive trees in vigorous health and growth.

This is an item of American history that probably few persons are acquainted with.

It has a singular interest attached to it. It would be a subject for a poem such as Longfellow wrote when he received an hour-glass from the great Desart of Sahara; this picture of the sons of ancient Greece the classic clime of liberty, imagination and art, setting forth the golden age of the olive tree, bearing with them the golden emblem of their country, the olive tree, the insignia of peace as well as of glory, the tree that bore the leafy honors with which the old poets, patriots and heroes were crowned. Then to see our Greeks finally clustering around their olive tree's hardy roots in a "new country," a new land of liberty—looking out from beneath its fruit-covered branches on the luxuriant evergreen and fragrant orange groves of the virgin soil of Florida, the sunny land round whose forests and mountains the gallant Ponce de Leon has thrown a glowing veil of romance and chivalry!

Besides the distance we have cited of successful cultivation of the European olive in the Southern States, we have others of more recent date which prove that it is well adapted to, and will succeed on the soil of South Carolina and Georgia. All the writers on the subject appear to be of the opinion that the European tree will also grow well in lower Louisiana. We do not know that any attempts at cultivating it have ever been made in this State.

The American olive, indigenous to this country, is found scattered along the seacoast, exclusively, from latitude 27° north to 33° north, and along the shores of the Gulf of Mexico to Louisiana. It is not very plentiful, and is sometimes called "wild olive," on account of its excessive hardness and the extreme difficulty with which it is split. It grows on soil and in places extremely diversified. On the sea shore it grows with the live oak in the most barren and sandy spots; in other localities, fertile and shaded situations are seen with the live oak, the magnolia tree, &c. The tree, or shrub rather, is from eight to twelve feet high; the bark smooth and grayish; the leaves four or five inches long, opposite and lanceolate, entire at the edge, smooth and brilliant on the upper surface; and of a greenish light-green color. It is an evergreen, but it sheds its leaves in the autumn, once in five or six years. The foliage and branches, according to Michx., are on separate trees; they are very small, strongly scented, of a pale yellow, and axillary—that is, situated between the petiole of the leaves and the branches. The fruit, consisting of a hard stone closely coated with pulp is round about twice the size of a common pea; and, when ripe, of a purple color, approaching to blue. The tree is capable of resisting a greater degree of cold than the common olive.

We have been this minute in the description because we think that a highly interesting experiment might be made by grafting the cultivated European on the wild American olive, for the purpose of determining whether a tree would not be produced exactly suited to our climate and soil, and at the same time bearing a fruit that could be made use of in commerce. We need not tell our readers the immense value of the olive in France, Spain, Italy, Greece and the islands in the Mediterranean sea. With so many valuable attributes in itself, and with the fact that Louisiana should not make an error to neglect it, we think the cultivation of the olive, a new source of wealth and commerce. The experiment of planting or grafting ships is an easy one, and we trust ere long to hear that it has been made.

HINTS TO FARMERS BOYS.

There is one thing that I would like to impress upon the minds of the farmers of the country. To all of you who have boys that can write, get each one a memorandum book, a few sheets of paper will do, if nothing better can be had, and in that let each one keep an account of every day's work done in the year: the kind of work employed in and day of the month and date of the year.

If in mentioning the kind of grain and amount of seed to the acre—the time of planting and of reaping. In fact, I should have them note all the passing events of the farm; and as they grow older they will find more importance in the record.

Five cents will buy a book that will last one year to commence with. My word for it, if the farmers will but adopt this course, their sons will be much better farmers than their fathers. It may seem like a dry business to commence the first of January, but as the spring opens the green grass spears, and the bright prospects are in our paths, the task will be more pleasing every day until the close of the year. Who would not give twice what the paper and ink cost, could he but obtain a memorandum book written by his grandfathers a hundred years ago.

George Washington, one of the best farmers in America, kept a journal of his farm.

Try it farmers, young and old; keep a journal of every day, and you will become a race of scientific book farmers, not to be imposed upon.

THE AGRICULTURAL EXHIBITION.

The week now about to close has been one of extraordinary animation in our city, which has been thronged with crowds of visitors gathered here on the occasion of the annual Agricultural Exhibition and the opening of the Grand Fair of the Mechanics' Institute for its annual Fair. The Opera has had its attractions, too, as has the nightly presence of the great actress, Mrs. Morant, at the Halliday Street Theatre.

Seldom, if ever, on any previous occasion, has there been a larger assemblage in the city of the farmers and planters of Maryland and the adjacent States. The Agricultural Society may find abundant cause of congratulation in the success of their exhibition, along with increased inducements to activity, and energy in prosecuting their useful enterprise for the encouragement of Agriculture in the State.

The exhibition was far superior to any ever yet held in Maryland. The noble specimens of animals, and of agricultural products there collected, together with the array of ingenious inventions and implements, evincing mechanical skill in happy adaptation to industrial purposes, gave auspicious tokens of the real progress already made by our agriculturists, and of still greater improvements yet to come. Above all, the lively and deep interest which was felt in this display, amounting almost to enthusiasm, among many, afforded a cheering evidence that the nation itself has taken firm hold of our agricultural classics, and that the system of annual exhibitions, with the accompanying enhancements of systematic improve-

ments of lands, stock and implements, is now fixed and established without danger of retrogression.—Bull. Am. Oct. 25.

From the Wilmington Herald.

[BY REQUEST OF SEVERAL CITIZENS.]

MR. EDITOR:—In the good old times, which are long past, there lived a certain Dutch Artist, of great name and wide extended fame, who was remarkable not only for the great success which rewarded his labors, but also for the means by which that success was attained. You, doubtless, remember the story, for every child has heard it. The Dutchman had a great penchant for drawing, and painting animals; and though his pencil could boast but little skill, the power of his pen was marvellous. On all public occasions his paintings were sure to find a place for exhibition. A large label over the head of each picture relieved the dull discernment of the spectators. "This is a horse," appeared in conspicuous characters, between the ears of an animal many degrees removed in pedigree; and the spectators (good souls) readily swore that the animal, designated by the label, was most truly and faithfully represented by the painting.

We have been most forcibly reminded of this story by the perusal of an article which appeared in the Raleigh Register—"an article, by the way, which was considered entirely too good to be lost, for it has been lying, for some time, in the Editor's sanctum, impatiently waiting an opportunity for publication. The American imitates the Dutchman at a respectful distance. This is 'Common Sense' says the label affixed to the article; and the public, like the Dutchman's spectators, although it is impossible to discover the slightest resemblance of the original—are bound to presume that it is a common sense.

We have no desire to disparage the Artists, but, as faithful chroniclers, we feel bound to state, that in both of these cases, the public were marvellously indebted to the labels. Without them, there could not have been detected—either in the painting or the writing—the slightest resemblance to that which they were intended to represent. Neither do we wish to reflect upon an American in comparison with the Dutchman; but we feel bound to state, that the latter has decidedly the advantage of the two. For the Dutchman's label expressed all that his picture aspired to; it was meant for a horse, and, though it resembled an ass, it was acknowledged to be a horse; whereas, if the aspirations of his American imitator reached to the dignity of a respectable newspaper article, he should have extended his label, and caused it to include other indispensable requisites which the public are at a loss to discover. It should read thus, "Common Sense, Common Justice, Common Humanity, Common Veracity."

But, Mr. Editor, let us proceed to examine this article. It seems that the attention of the writer was attracted by an article copied in the "Standard" from some paper along the line of the Wilmington Railroad—some poor "dependent" of the Wilmington people; (a dependent) is very severe! isn't it? and, forthwith, in a very few words, he demolishes that paper. We have no fault to say with the demolition; but we must express a regret, upon our own account, that "Common Sense" did not take the time to inform us this unfortunate Editor might be; and where his Press (before it was destroyed) was located. The people of Wilmington have a right to know who it is that speaks for them—who awakes the sleeping lion in their midst (if must have been a lioness) and thrusts him into her jaws.

His deluded lamentations over the "bitter and unfounded prejudices created and cherished against the city of Raleigh," his resignation to her hopeless, helpless condition, his contentment with "the simple right of voting," and his willingness to "leave the part of politics in the hands of those who consider themselves better entitled to the possession" is all extremely affecting. Some ill-natured people might say that Raleigh could, none very well, afford to do all this, but we too sensibly touched to feel ill-natured. Indeed, we rather felt a thrill of admiration when he turned to those "rights which belong to them as individuals, as a community, as a constituent portion of the State"—threw himself so valiantly into the breach—and determined to do battle to the last against all prejudices, and every section of the State. It was not our fault that the thought of "great Bombs" forced itself upon our mind, for we certainly felt every desire to cheer so noble a son of our sister city. But, when he bled of his wounded honor to add dissection to his valor, and to deal his mighty blows against those only who have a desire to rob him of his rights, we think we have no further business to interfere in private matters.

But, our object was to call your attention, particularly, to the following extract. Without any excuse for his malice, or any show of reason for his unjust, and ungenerous suspicions, the writer thus discourses of Wilmington, and Wilmingtonians:

"On the subject of the Raleigh and Gaston Railroad, our Wilmington friends, or their Deputies, are the last who should volunteer their advice unasked. The citizens of Raleigh have never felt any disposition to throw any obstacle in the way of their success in their schemes of Internal Improvements, although their pet Road is but a highway from Virginia to South Carolina. On the contrary we have been proud of the spirit of enterprise and perseverance they have manifested, and rejoice at the prospect of success in the completion and permanent establishment of their road. We hope the day is not far distant when the completion of the Central road will open to her competition the trade and produce of the entire State, or at least a very large portion of it—and as an earnest of our sincerity we have subscribed more than any town in the State to the construction of this road; although the Chief Engineer, in his Official Report, recommends the adoption of a route which he says will pass Raleigh at such a grade as will make it very difficult to establish a Depot there. 'What influence this difficulty may have had in recommending the route, our Wilmington friends may know better than we.' Now this is an unpardonable insinuation. If we may judge from this article, 'Common Sense' seems to be a man of education and information. He must have known, therefore, that the route was determined by the citizens of Raleigh themselves. They were divided among themselves. There were the advocates of the northern route, and the advocates of the southern route. The respective merits of the routes were freely discussed, and fully, and for a long time. The respective preferences of the citizens were urged with warmth and even with bitterness; and, at last, the advocates of the southern route prevailed. 'Common Sense' knows this; how, then, could he indulge such an insinuation? Wilmington, unfortunately, had embarked in too many enterprises of her own, to subscribe very heavily to the N. C. Road. She has a less amount of Stock than Raleigh has, and her own Directors in the Board how it is, then, that she could exercise such an unbecoming insinuation—that she would so brazenly the interest of Raleigh under foot? This assertion is utterly at variance with reason—utterly unfounded in fact, and we sincerely trust that it was made only in the heat of temporary excitement.

For the Directors of the road troubled themselves not much upon this point in the room of the construction of the Wilmington road, and our Wilmington friends certainly did not make it a "dog and cat" in the appointment of a Chief Engineer for the Central Road."

Now, Mr. Editor, I think we may safely challenge the ingenuity of man to produce, within the same short space, a greater number of unjust aspersions, unbounded exasperations, and injurious, though, we would fain hope, not unfounded and malicious falsehoods. We assert most positively that it is a total misrepresentation of the feelings and sentiments of the citizens of Wilmington. What feelings may be indulged by private individuals, or what opinions may have been expressed in private conversation, we, of course, are unable to say. Nor do we think it is important to know. We speak of the people of Wilmington as a body; and we presume that they may indulge their private opinions with regard either to the Raleigh and Gaston Road, or to the citizens of Raleigh themselves; and that they are at liberty to express those opinions, in private conversation, just as they would of a Road from New York to Philadelphia, or of the citizens of New York or Philadelphia. We think that we have such a right; and, as we are not quite so susceptible (as according to "Common Sense") of the citizens of Raleigh are, we intend to exercise that right, without holding ourselves accountable to every one, who chooses to call upon us through the medium of the Press. But when it is said that the people of Wilmington have volunteered their advice unasked, or that they have interfered, in any way, either individually or collectively, in the management of the Raleigh and Gaston Road, we pronounce the assertion (as we do the rest of the article) utterly unfounded in fact.

We were, of course, opposed to the building of that road, in the first instance; and for that opposition, no one can hold us culpable who will recall the circumstances under which it was built. Upon such a trial, "Common Sense" himself, in the exercise of a medium of that article displayed in his signature, was compelled to acquit us. But after it was built, we used no other effort against the road, than that of a fair and open, and honorable competition for business. We were not envious of the little life it had, nor were we unwilling to witness its resurrection. Neither the citizens of Wilmington, nor the Press of Wilmington, have said one word to prevent the necessary subscription for its reconstruction. Against the sweeping assertion of "Common Sense," I can point to several articles, both in the "Herald," and the "Commercial," (and I believe the same to be true of the "Journal"), in which it was distinctly stated, though we believed it to be against the interest of the town of Wilmington, yet for the credit of the State, for the prosperity of Raleigh, for the sake of the Stockholders, for the benefit of those to whom it was the only avenue to market, we hoped that the subscription might be obtained, and the Road rebuilt.

We indulged no selfish feelings of the city of Petersburg. We were willing to enter, with her, into an honorable competition; and we have the best reasons to believe that such competition would result in our favor. We believe so now, and are perfectly content to bide the issue of time. We were, now, to the contrary of the representatives of New Hanover in the Legislature. As a general rule, we protest most solemnly against being held responsible for their acts, for we have but a very small voice in their appointment. But if "Common Sense" means to go back to the Legislature of '48 and '49—the great Railroad Legislature—we are prepared to meet him, for we stand up, religiously, to the support of those men whom we regard as benefactors. Messrs. ASHLE and NIXON and WILLIAMS, in common with many others, assumed and maintained the high and independent stand of Statesmen. Free from all petty prejudice, they needed for the whole State fearlessly, impartially, honorably. While they protected the interests of their immediate constituents, they were all liberal to none. Their acts are free from all charge of selfish interest, and their position is high, high above the reach of envy, or hatred, or malice. Wilmington endorses their course, and is prepared to defend them. Surely, the citizens of Raleigh owe them an eternal debt of gratitude for it is a fact conceded by some of the leading men of that Legislature—a fact which, if "Common Sense" is sincere in his assertions with regard to the influence of Raleigh, he himself will not deny—that these gentlemen could have fixed the terminus of the N. C. Rail Road at Warsaw, as easily as at Goldsboro', and given to Raleigh, the entire grade, at a distance of some 30 or 40 miles from the city. But they desired for Wilmington, no more than an opportunity to compete for trade. They had no thought for Petersburg, it is true, for they are not Virginians, nor were they in a Virginia Legislature; but they were mindful of our sister town of Newbern, and were unwilling to deprive her the privilege of a like competition.

But the most unjust, ungenerous, shameless of all his assertions is contained in the following:—"although the Chief Engineer in his official report recommends the adoption of a route which he says will pass Raleigh at such a grade as will make it very difficult to establish a Depot there. What influence this difficulty may have had in recommending the route, our Wilmington friends may know better than we." Now this is an unpardonable insinuation. If we may judge from this article, "Common Sense" seems to be a man of education and information. He must have known, therefore, that the route was determined by the citizens of Raleigh themselves. They were divided among themselves. There were the advocates of the northern route, and the advocates of the southern route. The respective merits of the routes were freely discussed, and fully, and for a long time. The respective preferences of the citizens were urged with warmth and even with bitterness; and, at last, the advocates of the southern route prevailed. "Common Sense" knows this; how, then, could he indulge such an insinuation? Wilmington, unfortunately, had embarked in too many enterprises of her own, to subscribe very heavily to the N. C. Road. She has a less amount of Stock than Raleigh has, and her own Directors in the Board how it is, then, that she could exercise such an unbecoming insinuation—that she would so brazenly the interest of Raleigh under foot? This assertion is utterly at variance with reason—utterly unfounded in fact, and we sincerely trust that it was made only in the heat of temporary excitement.

And now, Mr. Editor, we have come to the most remarkable discovery of modern times. Our "pet road" is but a highway from Virginia to South Carolina." In what sense, pray you, does the writer now speak? Does he mean a "highway" for travel? If so, we admit that the Road was built as a connecting link of the great highway from Maine to Louisiana. It may be ignorance, but in this region, we are all impressed with the belief that the travelling public never stop short of the end of their journey. He cannot allow it to freight! No freight goes through from Virginia to So. Carolina, unless it is a few boxes of tobacco for home consumption. No other freight comes from Virginia at all, which is transported over the Road, is of North Carolina production, and stays in Wilmington for North Carolina exportation. This is all that can be expected, that can be desired. What more would "Common Sense" have? Would he locate his terminus—at the place of production, and the other at the point of consumption? If so, he must amend his proposition, and cause it to read thus: "their pet road, in conjunction with the Atlantic Ocean, is but a highway from different points of production in N. Carolina, via Wilmington, and sometimes New York, to some point of consumption in Europe." Will he accept this amendment? If so we are content! He is foolish enough to think that when our wants, at home, are supplied, the balance of freight is desirable only for exportation. How do they view such things in Raleigh?

The situation, contained in the close of the extract of the employment of a person residing out of the State is so important to the construction of the Wilmington Road, something we confess ourselves unable to understand. We were under the impression that it is reconstruction superintended by the President of the Company; and he is a self-made, home-made, North Carolinian, of whom Wilmington is proud.

This subject is inexhaustible; but we have already occupied far more space than we wished or intended. A few lines of rash and reckless assertions have required pages to an answer them. A word now, to the citizens of Raleigh, and we have done. Time was, when their beautiful city of oaks was spread out, as a map, upon one youthful brain. Every freetown play-ground, every place of boyish amusement, every nook and corner where childish sport and pleasure might be found, was as familiar to our acquaintance as those of our own home. We regarded the city as a part and parcel of our home. We knew the citizens well. We know them now; and we cannot believe that they indulge such feelings as are shadowed forth by this article. Wilmington has given no cause to excite such feelings. If they exist, they spring from the purest, rankest envy and jealousy. They do exist; but it is in the breast of a few restless and discontented spirits. The citizens of Raleigh, as a body, are incapable of them.

In the very first effort of our citizens in the cause of internal improvement, Wilmington and Raleigh were united in their minds. The first charter obtained, was for a road to run from Wilmington to Raleigh. (Her citizens were earnestly invited to join us in the enterprise. Bonds of subscription were opened in the city; but not a single dollar of capital stock was subscribed. Our charter was then amended—the road was located to Weldon, the work was commenced and was in full course of construction, when the subscription of Petersburg, induced the citizens of Raleigh to construct a rival road. Had she given but one half the tangible evidence of her disposition to join us, there would have been no such standing proof of her folly as is now presented by two rival roads, running almost parallel with each other over a country not yet sufficient to sustain one. That we are rivals, then, is the fault of Raleigh, not of Wilmington. But since we are let it be an honorable rivalry; since we cannot undo the past, let us look to the future—let us destroy all petty prejudices, let us work together as North Carolinians, and the rival interest of the two cities may, yet, be blended into one great North Carolina interest.

"A continued cry of 'woe!' is unworthy the citizens of Raleigh. This desire to excite sympathy by the constant cry of persecution, where persecution does not exist, will be indignantly rejected and scorned by the great majority of them. I know them, and respect them sufficiently to make that guarantee for them. But they have been neglectful, and I must tell them of it. They have grievously erred in this. While they have been content quietly to work, and wait the issue of events the irresponsible essayist has been creating and diffusing a false public opinion which does them no honor. Let them repair this neglect by quieting such discontent for the future. If the trade of North Carolina will go to Virginia, let it go. If we cannot make it the interest of the producer to come here, he will not come. In such an event, we do not expect high; but we shall continue to bend our exertions to that end, and we protest against the unmanly abuse which is heaped upon us for so doing. It is the highest wish of our heart to cause the producer of our State to flow to market through our own channels. We would make North Carolina exporters.

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"A continued cry of 'woe!' is unworthy the citizens of Raleigh. This desire to excite sympathy by the constant cry of persecution, where persecution does not exist, will be indignantly rejected and scorned by the great majority of them. I know them, and respect them sufficiently to make that guarantee for them. But they have been neglectful, and I must tell them of it. They have grievously erred in this. While they have been content quietly to work, and wait the issue of events the irresponsible essayist has been creating and diffusing a false public opinion which does them no honor. Let them repair this neglect by quieting such discontent for the future. If the trade of North Carolina will go to Virginia, let it go. If we cannot make it the interest of the producer to come here, he will not come. In such an event, we do not expect high; but we shall continue to bend our exertions to that end, and we protest against the unmanly abuse which is heaped upon us for so doing. It is the highest wish of our heart to cause the producer of our State to flow to market through our own channels. We would make North Carolina exporters.

And now, Mr. Editor, we have come to the most remarkable discovery of modern times. Our "pet road" is but a highway from Virginia to South Carolina." In what sense, pray you, does the writer now speak? Does he mean a "highway" for travel? If so, we admit that the Road was built as a connecting link of the great highway from Maine to Louisiana. It may be ignorance, but in this region, we are all impressed with the belief that the travelling public never stop short of the end of their journey. He cannot allow it to freight! No freight goes through from Virginia to So. Carolina, unless it is a few boxes of tobacco for home consumption. No other freight comes from Virginia at all, which is transported over the Road, is of North Carolina production, and stays in Wilmington for North Carolina exportation. This is all that can be expected, that can be desired. What more would "Common Sense" have? Would he locate his terminus—at the place of production, and the other at the point of consumption? If so, he must amend his proposition, and cause it to read thus: "their pet road, in conjunction with the Atlantic Ocean, is but a highway from different points of production in N. Carolina, via Wilmington, and sometimes New York, to some point of consumption in Europe." Will he accept this amendment? If so we are content! He is foolish enough to think that when our wants, at home, are supplied, the balance of freight is desirable only for exportation. How do they view such things in Raleigh?

The situation, contained in the close of the extract of the employment of a person residing out of the State is so important to the construction of the Wilmington Road, something we confess ourselves unable to understand. We were under the impression that it is reconstruction superintended by the President of the Company; and he is a self-made, home-made, North Carolinian, of whom Wilmington is proud.

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SUPERIOR COURT.

Superior Court for Guilford county has been in session this week, Judge ELLIS on the Bench. There is no great number of causes have been tried, the term has been a very laborious one. On the civil docket, a suit for seduction attracted most attention and occupied much time in the trial. On Thursday the criminal docket was taken up and the whole day was occupied by the trial of Moses Deen, on a charge of negro stealing—the Solicitor, Messrs. Gilmer and McLean prosecuting, and Messrs. G. C. Meadenhall, J. T. Morehead and Starbuck defending. The case was put to the jury about 10 o'clock at night, and a verdict of "guilty" was returned next day about 11 o'clock. The trial of Weaver implicated in the same transaction, was removed to Rockingham. John N. Long was yesterday tried and convicted for passing counterfeit money.

We deem this occasion a proper one to express the high estimate which we think our community is disposed to place upon Mr. Ellis as a Judge. His devotion to his duties, his promptness, and urbanity of demeanor, as well as his learning and ability, in the discharge of his high office, command the popular respect. His appointment furnishes another, among the many eminent instances, in our country, where mere political and party predilections are wrapped in oblivion beneath the pure robe of ermine. Newspaper compliments to judges or to preachers are generally in bad taste; but in this instance our humble tribute to a comparatively young citizen, who makes it the study of his life to adorn a great and pure office, and to elevate the character and improve the condition of his State, cannot be considered out of place.

Greens, Pa.

RIOT IN SMITH COUNTY, TEXAS.—Three Men Killed and Five Wounded.—We copy the following from the Tyler (Smith County, Texas) Telegraph of the 17th of Sept.

"We stop the press to announce one of the most painful tragedies that has ever fallen to our lot to record. On this morning, John N. McKimley, Sheriff of this county, arrested at Canton Mr. Joseph Pierce, with a warrant charged with the offence of assault with intent to commit a murder. After Pierce was arrested a man by the name of Isaac Moore threatened to raise a crowd of his friends and rescue him from the custody of the Sheriff. The Sheriff in the interim summoned a guard to prevent the rescue of the prisoner.

About two o'clock P. M., Moore and Robert Pierce, and a man by the name of Crawford, made the attempt to rescue the prisoner. The parties were all armed, and about 20 shots and many threats with bowie knives, and axes &c., the Sheriff's party were left victorious in possession of the prisoner, who is now lodged in jail.

Robert Pierce, after receiving several shots fell and expired. Isaac Moore was also shot dead. Crawford escaped, supposed to be severely wounded.

Of the Sheriff's party, David Nell was killed, James Holden mortally wounded, J. W. Patterson mortally wounded, Thomas Brock, slightly wounded, Sheriff McKimley severely wounded, not considered mortal.

"Thus has terminated one of the most fatal and melancholy riots that has ever happened in our county."

Hasen Traders.

On the 5th of last Aug., this paper hoisted the names of Millard Fillmore and Wm. A. Graham, for the offices President and Vice President of the United States. At that time, we were solitary and alone, being the only paper in the United States with that ticket at the head of its Editorial columns,—but now more than 300 papers have Fillmore's name hoisted for the Presidency, and over 50 have the name of Wm. A. Graham, at their mastheads for the Vice Presidency. We venture to assert, that such unanimity seldom ever before prevailed, in regard to the nomination for these offices, at so early a period preceding the Presidential election.

We have honesty and candor enough to assert our belief, that Millard Fillmore is the only whig in the United States who can be elected to the Presidency, at this time. It is useless to deny that the whig party is weaker, than in former years, and its only hope of nominating the best, most patriotic, learned and conservative statesman in its ranks, for the Presidency, that it can ever retrieve its former power and glory.

Mr. Fillmore, though a Northern man, has shown, beyond question, his determination to do all seasons justice, and to administer the law according to the Constitution, as formed by our forefathers.

He is a noble patriot and a wise statesman, worthy to be honored by his countrymen.