

TERMS—If paid strictly in advance, \$2 per annum, \$2 50 if paid within six months, and \$3 at the end of the year.

AGRICULTURAL.

From the Farmers Journal. EDGECOMBE AS SHE IS—AND EDGECOMBE AS SHE WAS FIVE YEARS AGO.

The rapid improvement in the agriculture of Edgecombe during the last five years is justly attracting a large share of public attention and presents a striking instance of a people, by a well directed impulse, working a quick and happy change in their destiny.

of our agricultural society, or to our reading men; our society numbers less than a hundred; and there are as able farmers out of it as in it, who are not behind the times in action or intelligence.

Our farmers seem determined to seek their own happiness, in restoring the beautiful plains of Edgecombe to more than their pristine fertility—instead of sucking up her life blood, and then abandoning her for fresher realms.

BARN-YARD MANURE.

In a prize essay, written by Wm. D. Green, in which the Maryland State Agricultural Society awarded a premium, the writer closes thus:

Manure, and Stable Manures. The most valuable and prolific source from which the farmer is, by his own efforts and economy, to improve his land. This manure, though not so permanent in its effects, yet applied after lime and rest, is lasting and beneficial.

In conclusion, whether you have the stiff clay or sandy loams to contend with on your farms, and you desire to restore them to fertility, they must have the advantage of lime, clover, and plaster, and a regular rotation of crops.

You must lend all your energies to the accumulation of manure, both animal, vegetable, and mineral; you cannot expect your land to yield you remunerating crops unless you contrive to keep up its fertility by applications of manure.

Every farmer should have an analysis of his soil; the books already give him an analysis of his stable manure, and a comparison of these two will show him what constituents are missing, and what should be supplied.

BRICK-MAKING.

The company, in Somerville, who have introduced the new process of manufacturing bricks by machinery, from dry clay, without sand, and without water, have erected a new building, preparatory to the commencement of the manufacture, in place of one of wood, which was a short time ago, destroyed by an incendiary.

Their remarkable smoothness, regularity and solidity, promises to produce a marked improvement in the style of building in this vicinity. They have all the uniformity and beauty of the best Philadelphia and Baltimore bricks; with greater solidity and strength.

INTERNAL IMPROVEMENT.

EXTENSION OF THE NORTH CAROLINA RAILROAD.

It is not time for the friends of the Extension of the N. C. Railroad from Goldsboro' to Beaufort, to come to some decision as to what they will do in the premises. On a visit to Beaufort last week, we found that the people of Carteret are, as natural they should be, ardently in favor of connecting the Atlantic at that point with the West.

But to come more directly to the point, what is the first step now practicable to take? Clearly a survey of the route, \$4000 we think was the sum appropriated by the last Legislature for a survey;—and if we mistake not, (not having the act before us) the Governor was authorized to appoint a competent Engineer, and have a survey made.

SHEPHERD'S POINT.

During our stay at Beaufort last week, we had the gratification of paying a flying visit to Shepherd's Point, one of the spots to which public attention has been recently much attracted, as that at which the N. C. Railroad may terminate, whenever it is extended East.

Without the aid of a diagram, of course we cannot give the reader any more than a vague general idea of the topography of this spot; which shall not attempt. White Rock, as it is called, is at or very near the extremity of Shepherd's Point, and lies about one and a half miles to the right of Beaufort facing the Ocean.

There is another way in which the road might be built and which, could the Legislature be brought to adopt it, might be the most certain to secure the desired end. This is to let the State, through the Legislature, be authorized to subscribe for the whole stock necessary to complete the road, and build it and then to sell out the stock for whatever it would bring, to individuals. This might involve a temporary loss to the State, but she would soon be amply remunerated in the increased value such a work would give to property, and the stimulus it would give to every branch of productive industry, and thus enable and render with ease, the State to recover her outlay in an increased revenue.

STATE INDEPENDENCE.

Many of the native sons of North Carolina, and a proportionate number of her adopted sons, have long struggled, and are still determined to struggle to the last, against this shameful lack of patriotism and State pride, that bows and cringes before the spirit of domination; that prompts Virginia and South Carolina to seek their own aggrandizement and gratify their own overbearing pride, by subjecting North Carolina to a state of complete commercial vassalage to them.

portion of the people of the counties whose location and habits of viewing things lead them to regard South Carolina policy as the cynosure of all eyes,—the chief source of all excellence.

Nobly, we say, has a good portion of the people of the State struggled against this suicidal propensity that is like aught more upon the bosom of our good old mother, and keeps her prostrate, whilst these two States drag away her life blood.

Our object at present is to remind our readers at home, and in other portions of the State of the fact, that if the hand of nature has limited the number of positions on the coast of North Carolina favorable for building up a commercial mart to a few, she has compensated by giving almost unrivalled advantages for this purpose at Beaufort and in its vicinity.

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INVASION OF SONORA.

The news from California is, that the expedition under the French Captains, Bouillon, was nearly ready to sail from San Francisco, and if the facts they relate be true, it has been got up on a more formidable scale than the public seem to have any conception of.—That its leading object, also, is identified with some daring political scheme, is now pretty clear.

The Santa Clara Register states that no fewer than ten vessels are now engaged in fitting out for this expedition in the harbor of San Francisco. They are engaged expressly for the transportation of men and munitions of war, and a portion of them are pierced for guns. It further says that the expedition will consist of fifteen hundred men and three hundred horses, and that it will be ready to sail in a very short time.

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ESTATES IN SOUTH CAROLINA.

An important case in reference to the distribution of an estate is this noted in the Charleston Courier, as having been made at Columbia, in South Carolina.

The Court of Errors has decided the great Feller case in favor of the half-blood. The late Hon. John M. Feller, of Orangeburgh district, in this State, died intestate, left an estate, chiefly in land and negroes, worth half a million of dollars, and left two brothers a sister of the half-blood, and the children of a deceased brother, of whole blood, (i. e. nieces and nephews,) as heirs of his rich estate.

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THE LATEST ANTI-BEST DYNASTY.

Published on Monday, a biographic account of an outrage perpetrated upon a Mr. Lawrence, at Schenhar, New York. It appears that Lawrence went to the house of Sarah J. Deitz for the purpose of buying a cushion.

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