THE RALEIGH STAR AND NORTH CAROLINA GAZETTE.

THOS J. LEMAY, Editor and Proprietor.] "NORTH CAROLINA—POWERFUL IN MORAL, INTELLECTUAL AND PHYSICAL RESOURCES—THE LAND OF OUR SIRES AND THE HOME OF OUR AFFECTIONS" [THREE DOLLARS A YEAR—IN ADVANCE.

VOL. 37. RALEIGH, N. C. WEDNESDAY APRIL 22, 1846. No. 17.

Tremendous Excitement.

☞$400,000.☜

IN GOLD AND SILVER,

PAID AS PRIZE MONEY IN THE YEAR 1846 BY

EMORY & CO.,

OPPOSITE BARNUM'S, BALTIMORE, Md.

☞ Prizes sold by this great Lottery firm are Paid in Gold!

EMORY & CO, cash prizes sold by them without Charging Discount!

Names of persons who deal with EMORY & Co., never exposed!

EMORY & CO., OPPOSITE BARNUM'S, famed throughout the land as the oldest and most successful Lottery firm in existence, invite the attention of all persons, far or near, to the annexed schedule of GEORGEOUS LOTTERIES.

$17,500!!

To be drawn at Baltimore, Md., on Thursday, April 23d, 1846.

75 Number Lottery—12 Drawn Ballots.

SCHEME.

1	of	$17,500 is	$17,500
1		5,000	5 000
1		3 000	3,000
1		2,500	2,500
1		1 521	1,521
1		1	10,000
10		1 000	10,000

Tickets $5—shares in proportion.

Still they come! one after another, the beauties that fill the pockets of adventurers who order from those prize agents of Dame Fortune, Emory & Co., who will forward certificates of packages, by mail free of postage, for the trifling sum of

32 whole tickets $65	25 quarter tickets 16 25
32 half tickets 32 50	25 eighth tickets, 8 12

A STAR SCHEME.

TRULY MAGNIFICENT!!!!

EMORY & CO. recommend this Scheme to their patrons.

THE GRAND CAPITAL IS

$50,000!

TO BE DISTRIBUTED

$1,000,000!

THIS IS ONE of GREGORY'S BEST SCHEMES.

Class 15.—To be drawn April 18, 1846—78 Numbers and 14 drawn ballots.

J. G GREGORY & CO, MANAGERS.

THE LEADING CAPITALS ARE

$50,000! $20,000!! $12,000!!!

THIS SCHEME DIVIDES

$1,000,000!

Into the following beautiful prizes,—50,000! 20,000! 12,000 10,000, 6,000—and 75 of 1,000 each, making 75,000!!

SPLENDID SCHEME.

1	50,000 is	50 000
1	20,000 is	20,000
1	12,000 is	12,000
1	10,000	10,000
&c.	&c.	&c.

Tickets 15—Halves 7,50—Qrs 3,75—Eighths, 1,87

PACKAGES! PACKAGES!!

A package of 26 tickets cost	390 00
In consideration of the quantity purchased, you will be allowed a discount of	20,00
	370 00
Warranted to draw not less than	178 50
To remit	191 50

The purchasers will be entitled to all they draw, over 178 50.

Certificates of Halves, Quarters, and Eighths, in the same proportion.

Address all orders to the old established house of

EMORY & CO.,

(OPPOSITE BARNUM'S)

Baltimore, Md.

Baltimore, Thursday, April 30, 1846. 75 Numbers 12 Ballots.

HANDSOME SCHEME.

1 prize	10,000	10,000
1	10,000	10,000
1	10,000	10,000
1	5,000	5,000
1	4,145	4,145
80	1,000	80,000

Tickets $ 00—Shares in proportion

Most beautiful and rare chance of a capital prize being obtained by investing $0 or a $ bill with those lucky sons of Lady Fortune, Emory & Co. the oldest and most fortunate house of any in the United States. They offer to sell certificates of packages for

25 whole tickets 74 00	25 quarter tickets 18 50
25 do 37 00	25 eighth do 9 25

EMORY & CO.

General Lottery Agents.

Orders from any part of the United States for tickets in any Lotteries that may be advertised by other Lottery dealers, will be attended to by us carefully by return mail, and the correspondent relieved from the tax of postage on his letter to and from us. Our immense country business, numbering Many Thousand regular correspondents, whose dealings are confined exclusively to our well-known house, we deem favorable testimony of our method, punctuality and fidelity, in attending to this department of the Lottery business.

GREAT LUCK.

The following is a list of Capital Prizes sold by us within the last two months We challenge proof of the actual sale, by any other ten venders in the Union, of the same number of Brilliant Prizes in the same time.

20,000 whole ticket sent to Petersham, Mass.		
4,000	"	" Massilon, Ohio.
7,500 half	"	" Nashville, Tenn.
4,000	"	" Westminister, Md.
10,000 quarter	"	" York, Pa.
8,000	"	" Harrisburg, Pa.
5 000	"	" Danville, Pa.
4,000	"	" Montreal, Canada.

"EMORY & CO.'S MONTHLY GAZETTE," containing the schemes of Lotteries for one month in advance, with much other interesting matter, will be sent to all persons who wish it as a reference, free of charge.

We pay the postage on all orders for Lottery tickets to and from us, and guarantee the payment in Gold of all prizes that we sell.

Direct orders for Lotter tickets in all cases to the popular and successful firm of

EMORY & CO.,

Opposite Barnum's,

Baltimore Md.

14—6m.

ATWATER, GOULD & CO.

No. 14 Wall st. (Near Broadway,)

NEW YORK.

Desire the attention of buyers in this market to their stock of Foreign and Domestic

DRY GOODS.

Prices, (for cash or acceptable paper,) shall be made satisfactory.

Feb 23, 1846. 10—3t.

MARKETING.

The subscriber intends continuing to furnish the Raleigh Market with good Beef, Mutton, Lamb &c. during the present year at much lower prices than heretofore. No pains will be spared to give entire satisfaction.

Liberal cash prices will be paid by the subscriber for good Beef, Mutton Veal and Lamb at all times during the year, and those having to sell will do well to call on him before selling.

W. A. HARRISON.

Raleigh, April 8th 1846. 15-tf

The Controversy Unsettled. Important Change and present position.

The men of this Continent have hitherto monopolized the argumentum ad hominem canvassing and deliberating, doubtless with patriotic zeal and judicious intentions, the part which is to be performed by them individually or severally in forthcoming events, which now cast, their shadows before." But with ec-equal armor patriot perhaps to evince their love for the lords of creation, "the last best gift to man," displays a similar inclination of dominion over both men and territory, and it is portrayed by the desire for China, Japan, Thibet and indeed they have the "whole is our country." Possibly their wish, for the possession of China is characterised like the tempestuous debates in Congress upon Oregon—the tempest in a tea pot, while they "leave all meaner things," and from Thibet crave a shawl, from Japan Japanned ware, &c from all other countries, the various commodities they produce. It is, therefore, indispensible evidence, may certainly that the ladies present that anomaly which is affirmed, but which we do not believe, to be part of their character to go for protection and the tariff at the same time

We confess we are in a predicament, endeavoring to serve all persons, and to dispense with unsparing hand the benefits to be derived from the resources in our possession, impartially "without distinction of party."

We shall labor with increased cheerfulness in the cause of the ladies May, with its accompanying magnificent schemes will enable us to gratify them, their choice, their expressed wish is our law, during that month, one million and one quarter of dollars more or less will be distributed, the chances, were never more favorable, he who succeeds may congratulate himself upon the smiles of the fair, while Sylvester will be proud in these prosperous efforts. Be careful in addressing your orders early to

S. J. SYLVESTER,

41 Wall Street New York.

$40,000!

ALEXANDRIA LOTTERY, Class 17, for 1846 to be drawn at Alexandria, D C. on Saturday, the 2d of May, 1846. 78 numbers—14 drawn Ballots.

Grand Scheme.

$40,000!	$12 000!
1 of 6,000	1 of 5,000
1 of 3 000	1 of 2 500
1 of 200	1 of 1 769
20 prizes of $1,000 each!!!	
20 of 500	20 of 400
40 of 300	50 of 200
&c.	&c.

Tickets 10 dollars.

A certificate of a Package of 26 Tickets will be sent for 130 dollars—Shares in proportion.

$30,000!

ALEXANDRIA LOTTERY, Class 18, for 1846 to be drawn at Alexandria, D C. on Saturday, 9th of May, 1846. 75 numbers——12 Drawn Ballots.

Grand Scheme.

$30,000!	$10,000!
1 of 6,000!	1 of 3,146
1 of 3,000	1 of 2 500
50 Prizes of 1,000 each!	
20 of 500	20 of 300
&c.	&c.

Tickets 10 dollars.

A certificate of a Package of 25 Tickets will be sent for 130——Shares in proportion.

$30,000!

NEW JERSEY STATE LOTTERY. Class 69, for 1846, to be drawn at Jersey City, N. J. on Wednesday, the 13th of May, 1846. 78 Numbers——13 Drawn Ballots.

Grand Scheme.

$30 000!	$10 000!
1 of 5,000	1 of 3,255 99 dollars.
1 of 2,200	1 of 2,000
1 of 1,900	1 of 1,800
1 of 1,700	1 of 1,600
10 Prizes of 2,000 each!	
10 of 5,000 dollars.	10 of 300 dollars.
15 of 200 dollars.	400 of 130 dollars.
&c.	&c. &c.

Tickets $10—Shares in proportion.

A certificate of a Package of 26 Tickets will be sent for 130 dollars——Shares in proportion.

35,294 11-100!

ALEXANDRIA LOTTERY, Class 19, for 1846, to be drawn at Alexandria, (D. C.) Saturday, the 16th of May, 1846. 78 numbers—13 Drawn Ballots.

Splendid Scheme.

35,294 11-000!	12,000!
1 of 6 000!	1 of 3,295 99
6 of 2,500	10 of 1,600
50 of 1,200	

50 PRIZES OF $1,000 EACH!

50 of 500	70 of 200.

Lowest Prize 10 dollars.

Tickets only 10 dollars.

Certificate of a Package of 26 Whole Tickets will be sent for 130—Shares in proportion.

$30,000!

ALEXANDRIA LOTTERY, Class 20, for 1846 to be drawn at Alexandria, (D. C.) on Saturday, the 23d of May 1846. 78 Numbers—13 Drawn Ballots

Splendid Scheme.

$30,000!	$10 000!
1 of $5,000.	1 of $5 000
1 of 2,500	1 of 2,000
100 of 1,000!!!	
10 of 500	20 of 200
&c. &c.	&c.

Lowest Prize $10.

Tickets, Ten Dollars.

A Certificate of a Package of 25 Tickets will be sent for $130—shares in proportion.

$30,000!

ALEXANDRIA LOTTERY, Class 21, for 1846, to be drawn at Alexandria, (D. C.) on Saturday, the 30th of May, 1846. 78 Numbers—14 Drawn Ballots.

Splendid Scheme.

$30,000!	$20 000!
2 of 10,000	
5,000.	5 000.
3,000	2 538.

20 prizes of $2 000 each!

20 of 1,000!

20 of 600	40 of 400
50 of 300	200 of 200
&c. &c.	&c.

Tickets $10—Shares in proportion.

A Certificate of a Package of 28 Tickets will be sent for $190—Shares in proportion.

W. WHITAKER.

PIANO FORTE MANUFACTURER,

RALEIGH, N. C.

STILL continues to manufacture PIANOS at his old stand, in the city, and has just finished two, which he thinks will bear a comparision with those made at the North, especially in point of tone and touch. They are made with the Metalic Plate, extended sounding board, and other late improvements; price $175. They will be warranted to stand well in tune, and if, at the end of twelve months, the instrument does not come up to what is here said of it, the purchaser may return it, and the money will be refunded. Ladies and gentlemen are invited to call and see them. Always on hand, Webster's patent Music Wire, all sizes. Old Pianos bought and sold, or taken in exchange. Repairing and tuning promptly attended to, at a distance, as well as in the City.

Raleigh, March 10. 16-3tp.

A Good Chance

The undersigned, in consequence of declining health, offers for sale the office of the Clarksville Herald. He has been advised by Medical gentlemen to pursue a more active life, and in order to do so, a bargain in the Herald may be had. The paper has been in operation not more than nine months, and such has been its patronage, that we unhesitatingly pronounce it fairly established. The amount of job work afforded by the town and adjacent country, is nearly sufficient to keep up the office, to say nothing of the advertising, which will show for itself. But, we would remark, that we have charged on our book for advertising alone, for the time we have been in operation, the snug little sum of Two Hundred Dollars.

The Press is a Washington patent, (iron,) cost $250 00 in New York—the Roller work in the rear—nearly new. The Types are sufficient to print a paper the size of the Richmond Enquirer; together with a large assortment of fancy and job type, all of which are new. A young and spirited Democrat would do well here, by practicing economy. Address the editor by letter or otherwise.

We shall continue its publication until placed into the hands of a true Republican.

W. WHITAKER, Jr.

Clarksville, March 6, 1846.

A CARD.

The GRAND SECRETARY is desirous to know if all the subordinate Lodges have received the proceedings of the last Grand Lodge of No. Ca. Such as may not have received their usual number of copies, will be supplied on application for the same.

Raleigh, April 1846. 16 2.

UNDIGNIFIED LEGISLATION.

The late Legislature of Virginia passed an act directing a sale of the Portsmouth and Roanoke Rail Road, and the incorporation of the purchasers thereof by the name of "the "Sea Board and Roanoke Rail Road,"—The act directs the sale of all the estate &c., wheresoever situated "together with all the franchises, privileges, and immunities belonging or appertaining to the Portsmouth and Roanoke Rail Road Company, as well in Virginia *as in North Carolina*," and confers upon the purchasers "all the franchises, rights, privileges and imunities granted to and conferred upon it at any time heretofore by this State *and the State of North Carolina*."

After thus *modesly* conferring chartered privileges within the State of North Carolina, the act contains the following extraordinary provisions:—

"*Be it further enacted*, That if, at the sale of the Portsmouth and Roanoke Rail Road Copany, or any time thereafter, the State of North Carolina or any Company incorporated in the state for purposes of internal improvement, shall become the owner either directly, or by Agent or otherwise of the said Portsmouth and Roanoke Rail Road, hereby authorised to be sold or of the said Sea-Board and Roanoke Rail Road, the General Assembly of Virginia hereby reserves the right by special act or otherwise to revoke all the powers, privileges and immunities to be conveyed by the sale of said road, and to declare the same null and void.

"*Be it futher enacted*, That in case the authorities of the State of North Carolina shall at any time by legal process or otherwise deprive the Petersburg Railroad Company or any of the privileges and advantages of its charter obtained from that State by an act heretofore done or omitted to be done by the said Petersburg Railroad company, or by any means whatsoever prevent the aforsaid Petersburg rail-road Company from conducting their operations as somuch of the Rail Road as lies within State of North Carolina or any part thereof by reason of an act heretofore done or omitted to be done by the Petersburg Rail Road Company, then all the rights, privileges and immunities here by granted to the aforesaid Sea Board and Roanoke Rail Road Company shall cease and be determined until the State of North Carolina shall reinstate the Petersburg Rail Road Company in all the privileges granted them in the several acts passed for their benefit by the State, or until the Legislature of Virginia shall otherwise direct."

We do not know what it was that induced the Legislature of Virginia thus needlessly to *disgrace itself* by the passage of such an act;—needlessly, we say, for it could scarcely have entered into the head of the most long eared animal in that body, that either the State of North Carolina, or any Company in it, would think of purchasing a Rail Road nearly all of which lies in Virginia; nor yet that the "legal process" of "the authorities of the State of North Carolinia" would be paralyzed, and the Petersburg Rail Road Company be converted into a perfectly irresponsible body, not to be called to account for "any act heretofore done or omitted to be done,"—by the awful threat held over our heads *in terrorrem*, of suspending the rights of the new Sea Board Company, until the State of North Carolina shall *cave in*, by reinstating the Petersburg Company!!

Will somebody enlighten us as to what all this means if it means any thing! We want to feel affronted at somebody, for what appears to be meant as an insult to our great old State; but really as the thing stands we don't know whom to quarrel with. The Legislature of Virginia has evidently made too great a fool of itself for any one to feel angry with it.

Fay. Obs.

Tavern keepers of tippling-houses, stand upon their reserved rights, meeting us with the objection, that the law not only sustains them in their traffic, but that it throws over them its shield, besides, they say, they are not responsible for the effect upon their customers, since they compel no man to drink.

Now we will say but few words in reply to the above. The miserable shuffling which appears in the argument condemns it at once. Gambling establishments have been licenced by the law—where does this fact establish the propriety? There are other establishments, which for the sake of decency, I shall forbear to mention, are authorised in some parts by law, enacted by sage legislators; but are they not an evil; and I ask, ought they to be tolerated? If the traffic in alcohol spreads ruin and death around, can the fact that it has been legalised, redeem it from the charge of immorality? I ask, does not the very existence of a whiskey tavern or groggery, offer a strong inducement to some, yea many, to drink? Nay, when the miserable votary of Bacchus is scarcely longer himself, do not many carry the sparkling active glass to him? Very many do act thus, since the common object is money! money! and not the good of men. *Ex. paper.*

RAIL-ROAD FROM RALEIGH TO COLUMBIA.

Several communications on this subject have appearred in the National Intelligencer lately, which we did not copy because though favorable to the object, they were objectionable to a North Carolinian, The following is free from such objection and presents matter for serious consideration:—

From the National Intelligencer.

SOUTHERN ROUTE.

Through the columns of the intelligencer I wish to call the attention of the public to the route by the capital of North Carolina, Fayetville, Cheraw, and Camden to Columbia, and thence to Agusta. South a railway extends to Raleigh, and we we desire this road shall be continued along the route indicated above. To the companies south of Raleigh and to those south of Columbia the completion of the railway between these points is a matter of primary importance. To the Government it is no less so—first, because it will secure the most certain and prompt transportation of the mail, for all times; and secondly, because it will secure greater safety and security. The failures on the lower route are many and the great Southern and Northern mails are every night in the year exposed on the ocean. Suppose war were to take place with England, or any other Power, would the PostmasterGeneral think of continuing the mail by way of Wilmington to Charleston by water? Now if this is a matter of such importance to the Government, why could not a plan of the following kind be adopted: Suppose it now to cost the Government for the daily transporation of the mail from Raleigh to Fayetteville the sum of $10,000 per year. let the Government say to a company we will issue to you our scrip for $200,000 payable in thirty years at the rate of five per cent if you will agree to build this railway and secure to us the transportation of the mail daily for thirty years, and also the transportation of all the stores of the Government in case of war, and of all persons connected with the Government. With such a proposal we doubt not the road would go forthwith completed. The Government has at Fayetteville an arsenal, intended to be one of construction. So far as it has progressed, there is said to be no building of the kind in the country superior to it, and as far as a comparison has been made or can be made, the completion of the buildings and making it a great arsenal of construction for the South would be accomplished at a great saving to the Government. There can be no doubt that such a road would be, if the line can be continued through to New Orleans the great travel line, and become the great internal high way as it should be passing through the capitals of the Atlantic States. In case of war, in case of civil commotion, in the event of any great movement which made it important that the power of a State or the States should be exerted, where would you look but to the Executive officer of the State at her capital, her heart?

I might urge this matter by other reasons and draw this article out longer, but you can do so much better if you think well of the scheme, and, with the collected wisdom of the nation at Washington, if any thing can be done, I hope it will be done.

Copy of a Letter from a distinguished citizen of Georgia, connected with the Georgia State Rail Road, to a gentleman of North Carolina

AUGUSTA, March 11, 1846.

Dear Sir: Since the extension of the Georgia State Road to Oathgal ga, (near New Echota, a very heavy travel is beginning to set in from the Valley of the Mississippi, going North. This has greatly increased the interest felt in this quarter, to have the connection made by Fayetteville & Raleigh. I am requested to inquire whether there is an early prospect of this Road being commenced between Raleigh and Fayetteville. You are apprised that the work is in progress from Gadsden to Camden.

Will you be good enough to answer the question, and state when the charter expires, (if one exists) from Raleigh to Fayetteville. This Road from Raleigh to Fayetteville, would be a good Road and profitable whether the line should be completed or nt. But if the Road from Gadsden to Camden and this line (Raleigh to Fayetteville,) were completed the intervening distance would be so much reduced that an early completion of the entire Road would soon follow. Yours, &c.

Importations and protective duties.

When the existing Tariff law was under debate in Congress it was predicted that in consequence of the high rates of duties imposed by it importations would be diminished as to make the revenue entirely inadequate to the wants of the Treasury. This prediction found believers for a while, but only so long as it was a matter of guess and theoretical inference merely. The actual operation of the Tariff utterly disproved it. The system of low duties, became abundant; it continues to be ample.

"It has been said," remarks Mr. Abbott Lawrence, in one of his letters to Mr. Rives, "that the existing duties on cotton good prevent importations of almost every kind. This is so far from the fact, that for the last three years the amount of Cotton and mixed cotton and worsted fabrics printed and plain, imported has been larthan in former years, having ranged from $10,000,000 to $13,000,000. This large amount is of the finer descriptions and such as are worn by the fashionable and rich. We will continue to import largely of these luxuries, so long as our people have surplus means to expend in dress; and the permanent revenue under the present system will be much greater than under that proposed by the Secretary of the Treasury."

As a general principle in political economy it may be taken for granted that a nation will always import to the extent of its means to make returns. It some times happens that importations go beyond that point but not for a long time. The amount of importations then does not depend upon rates of duties. There are no duties at all on coasts and islands inhabited by barbarians yet the rest of the world has little commerce with the natives of Van Dieman's Land. The latter have no products to give in exchange for the productions of other regions.

In application to our own case it is evident that the policy most adapted to increase the productive capacity of this country must tend also to increase its trade. What are surplus productions good for save as the means of procuring other things which are needful for our enjoyment?

The protective policy in the United States multiplied the varieties of industry; opened new modes of employment enlarged the scale of all sorts of operations. Without protection we might produce large quantities of grain, beef and pork. But a vast surplus of such perishable commodities with no adequate out let, so duly too that the expenses of transportation would greatly impair the producer's profits supposing him of find a market at all,—such a surplus, which must be speedily got rid of or lost would at the mercy of a thousand contingencies, while our position would be that of tributaries and dependents. One cargo of British products if in the shape of manufactured goods would purchase many cargoes of our heavy agricultural products. The ingenuity, energy and enterprise of our people, confined to one pursuit, would have no room for exertion. The national mind would be cramped.

But under the protective system what do we see? The agriculturist finds a market for his surplus products at the neighboring manufacturing establishment, town or village. The process of exchange is the same in kind as though he sent his flour or pork to Liverpool, and received British goods in return—but with the difference that how he saves the cost of transportation across the freight of the the return goods back; he gets better price for his articles and his neighbors and countrymen along with himself enjoy all the mutual advantages of the trade. The country is thus enriched. The farmer thrives, improves his grounds and saves money. Soon his style of living shows the enjoyment of more comforts, conveniences and luxuries. The manufacturer is prosperous also he has made his profits.

Now all this increase of wealth inevitably gives rise to increased importations. There are, and there always will be articles of foreign growth and production which will be desirable as luxuries or needed for some purpose or other in a rich and populous country. The articles which we manufacture and which our policy protects—these may not be imported as formerly. The importation of them may cease altogether, as in the case of coarse cottons which we now export. But the aggregate of importation must increase.

The increase of importations in this way does not injure a nation; it is on the other land sign of its prosperity. Large importations when our productive industry is languishig discouraged & feeble, are hurtful—as surfeits of rich food are hurtful to a debilitated and prostrate stomach. Such was our condition during the latter part of the Van Buren Administration. But with a vigorous industry at work under the shelter of a protective Tariff we can import largely and with safety, *because we can pay for our imports.*

North Amer.

Late and Important from Mexico.

Return of Mr. Slidell, the American Minister.

We take the following from the New Orleans Bulletin of the 8th Instant:

Hon. John S. Slidell, United States Minister to Mexico, arrived in this city last evening, having at length finally retired from Mexico. He sailed from Vera Cruz on the U. S. steamship Mississippi on the 28th ult., and arrived on Monday at the Balize whence he came to the city in the the steamship Alabama, from Galveston.—He is accompanied by William S. Parrott, Esq., Secretary of Legation. We learn that Mr. Slidell, was finally refused by the Mexican Government to be received as minister plenipotentiary, or in any capacity other than as a commissioner for the arrangement alone of questions growing out of the annexation of Texas. The relations and controversies between the two Governments, are, however, too complicated to allow of the discussion of them piecemeal, even if our Government were disposed to submit to the disrespect implied in the proposition of Mexico, or to continue the existing state of quasi war. Mr. Slidell, therefore, on being refused recognition in the capacity in which he had been sent by the government would not treat of any other terms of admission, broke up the legation, and has returned home. The American fleet still lay at Sacrificios, and (as will be seen by an article in another column) the American army is well planted in command of Matamoras.

THE SUB-TREASURY.

The National Intelligencer thus sums up the prominent objections to the Sub-Treasury Bill, a copy of which will be found in our to-day's paper as it passed the House of Representatives:

1. Its pernicious influence upon the currency of the country. In the language used by the present official editor in 1837, it will establish "two sorts of currency"—the better for the officers of Government, the baser one for the people.

2. Its incalculable expenses.

3. The increase of Executive patronage which it must of necessity bring with it.

4. The diminished security of the Government deposites.

5. The inconvenience and loss of time it must occasion in the transaction of public business; and

Lastly, its disastrous operation upon the laboring classes, in reducing the price of labor to the hard money standard.

To these objections, which were urged by us in 1844 to this monstrous attempt to revive the barbarous usages of antiquity, we have never seen satisfactory answers.

☞Both of the Texan Senators, it is stated, are with the Cass party in favor of asserting and maintaining our claim to the "whole of Oregon."

Rail Road from Raleigh to Columbia.

We are glad to be able to state, that this project, so important to the interests of the travelling public, not less than to those of the country upon the route, is not at all lost sight of, but that it engages the earnest attention of those interested, here and elsewhere. It is believed that by the meeting of the next Legislature, arrangements can be made to connect this enterprise with the purchase of the Raleigh and Gaston Road from the State; and that, at the reduced price which the whole will cost, they can be made exceedingly valuable, and reasonably profitable. We think we may promise that the people of this town and county will do their part in furtherance of the work.

An article on this subject from the Petersburg Intelligencer is in hand, but excluded this week for want of room.

Fay. Obs.

The Senate Chamber was crowded by the beauty and fashion of the Federal city on Tuesday and Wednesday to hear Mr. Webster. The "gentle dames," must have been a little surprised by the strong epithets applied by the Massachusetts statesman to the redoubtable Ingersoll, towards whom the terms employed certainly belong not to the class known as "sugared phrases" and holliday "and lady terms." Mr. Webster said that Ingersoll's character was anomalous. To use a term of mechanics, there was a screw loose in it. He had been guilty of as foul and black-mouthed an ebullition as was ever ejected from any thing standing on two legs. Much more of the same sort was heaped with overwhelming effect on the eccentric gentleman who had provoked it.

MR. POLK'S POSITION.

Prentice makes the following good hit on this head: "One half of the time the locofocos of the United States Senate are quarrelling with the whigs for saying that Mr. Polk's position on the Oregon question is doubtful, and the other half of the time, they are fiercely quarrelling with each other as to what his position really is!"