

RAILROAD ITEMS.

Importance of a good market.

To the farmer, a good market is next in importance to good cultivation, and you may think it of sufficient importance to your readers to note the change the construction of the New York and Erie Railroad is now making, and destined to effect, in the kind of produce and manner of marketing, for a large portion of this State.

That road was open to Binghamton the fore part of the past winter; its first visible effect upon the price and demand created in this section, was noticed by a large collection of turkeys, geese and chickens, made by a man from the east, an advance of twenty-five cents per pair on turkeys. They were carried some sixty miles to Binghamton, and taken through alive. Large quantities of fresh pork have passed here from Steuben, Yates and Ontario counties, for New York by that road, as also butter, lard, &c. Fat cattle have been bought in this region, and sent on through the road. The Hon. A. B. Dickinson, of Steuben, alone sent thirty head each week. Fat sheep are now being collected near here, to be sent by railroad.

Now all this appears new to us, and we discover that our whole system of doing business is to be changed, as well our overplus material, as our route and manner of reaching market.

Heretofore, about the only articles we sent to the seaboard, were cattle, mostly lean, driven over the long road. Driving would reduce the flesh, if the cattle were good beef when they started. Wheat, butter and wool were only sent during the season of canal navigation.

The Erie road will be completed to Elmira in November next, and the Chemung road to Seneca lake, which will not only give the southern tier the advantages of a new and quick market, but open a new channel for the large surplus products of the lake country.

I here predict that the City of New York will find, when it has this fertile region, the lake country in Western New York, to supply her market and tables during winter, that its capacity to furnish far exceeds any section heretofore accessible.

Heretofore, our fat cattle and sheep, pigs, poultry, eggs, fresh butter, fruit, &c., have been low, compared with the price in New York. This new avenue to market will equalize prices. In marketing our pork, heavy hogs would command the highest price per pound; now the young and light, to consume flesh are most valuable, while they cost less; because with less grain. Heretofore, we have kept our stores three and four years, sent them east, where the farmers have fed them six to ten months, and realized, by being near market, as much as we. After this we shall put on the flesh ourselves, and realize more nearly the city price.

This road will open a fine field for those disposed to cultivate fruit for market. The soil and climate about these lakes will unquestionably produce as fine, if not better fruit, than any other part of the State.

It is also less liable to be cut off by frost. Much farming land has changed hands at an advanced price during the past winter, within 8 or 10 miles of this thoroughfare. These improvements will enhance the value of the land through which they pass, for capital must pay a higher per centage in the interior, at present prices than near the city.

Advantages of Rail Roads to Farmers.

There has been bought at this place, by men from New York and Boston, from November 18, 1848, to January 18, 1849, two months 4399 dressed hogs weighing 1,139,522 pounds, making 66 tons, 1,522 lbs., which at the average price of \$5 per hundred pounds, amounts to the sum of \$56,986 10. They have also bought 15 tons of poultry at seven cents a pound, making 2,100 paid for this article. This shows a gross amount paid out in this city, by eastern men, \$59,086 10, for articles produced in this county. This arises from allowing the railroad to carry freight. There is about 300 head feeding here for the eastern market. This pork, beef and poultry business will continue to increase from year to year, there is no knowing to what extent. John B. Dill, Auburn, N. Y., January, 1849.

RAILROAD ITEMS.

In a speech recently delivered by Lord Brougham in the British Parliament, he stated that £180,000,000 had already been invested in Railroads in Great Britain; and that £150,000,000 would have further to be paid up, to make good existing subscriptions.

Stark County, Ohio, has subscribed \$75,000 of the stock of the Ohio and Pennsylvania Railroad. A public celebration of the commencement of the first twenty miles of the road is to take place on the fourth of July.

The Richmond Republican says that the energetic President and Board of Directors of the Louisville Railroad are using every exertion to push the work to the Mountain during the year, at which point the Board of Public Works will lay hold, and penetrate the Blue Ridge by a tunnel of more than 5000 yards.

Passengers are now conveyed from Cincinnati to the city of New York in three days and a half. The route is by the Lakes Buffalo and Albany.

Galena and Chicago Railroad.—Twelve hundred and twenty-one passengers have been carried on this road during the month of April. The road is now finished twelve miles, or one mile beyond the Des Plaines river. Workmen are busy in building the superstructure and laying the rails. The Chicago Democrat says that the acting director of the road is now at the east on business connected with the road. He is empowered to contract for iron, locomotives, &c., and will do all that possibly can be done under the circumstances, to advance the interests of the enterprise.

New York is now constructing two railroads in the valley of the Hudson, at an immense cost, to be reimbursed, it is said, if not in immediate dividends, at least in the gains of its commerce and the value added to its real estate. The Troy Budget is strenuously urging the construction of the road between Troy and Boston. The stock is being taken up quite rapidly.

In England there are 4500 miles of railroad completed at an average cost of \$150,000 per mile all of it with a double track. The gross receipts of the English railroads in 1848 were \$52,000,000; net income or divided 4 1/2 per cent. The average of the express trains is 45 miles per hour; this speed is the rule, not the exception; some trains have been run at the rate of 65 and some more. The older our roads become we will increase in speed, for we only want good tracks to equal England.

From the Greenboro' Patriot. Railroad Meeting at the Corners of Randolph, Guilford and Davidson.

According to the previous appointment, a large meeting of the citizens of Randolph, Guilford, and Davidson was held on Saturday, the 17th of May, at the Randolph Guilford, and Davidson county line, one mile west of Alexander Gray's, on the Raleigh road.

Nathan Hunt, Esq., of Guilford, was appointed Chairman, and Charles Mock Secretary.

The object of the meeting was briefly explained by the Chairman, and the following resolutions were offered by J. P. H. Kuss for the consideration of the meeting: Resolved, That this meeting does hereby approve the action of the last Legislature on the subject of internal improvement.

That the plans projected by said act be as practicable.

That their completion, especially the Central Railroad, will promote individual and State interests to a degree unknown to our past history.

That the patriotism, talent and wealth of the State should be enlisted and brought to bear in the completion of these important improvements.

That should the present favorable crisis be permitted to pass unimproved, the complaint heretofore, that encouragement at home has not been given to talent and to the causes that tend to the development of individual and State wealth and power will be unfounded; and failure here will be the fault of all who are able to appreciate the importance of success.

Resolved, That we approve the Rail Road Convention, to be held in Salisbury on the 14th of June next, and that the Chairman of this meeting appoint three delegates to attend said convention.

Perinent and patriotic addresses were then made to the meeting by Messrs. Caldwell, Rounsaville, Leach, and Thomas, and the resolutions were passed nem. con. John W. Thomas, Esq., then presented the following proposition, viz: Resolved, That we whose names are hereunto annexed do promise and agree to make or cause to be made the several sections of the great Central Railroad, which are attached to our respective names; provided said road shall be located in the vicinity of Hunt's Store, Guilford county, Fair Grove, Davidson, and through the town of Lexington. Provided further, that we be permitted to draw two-thirds of said work from the State, and certificates of stock for one third the value of said work to be estimated by the Chief Engineer of said Road in proportion to other parts of the Road.

And the following gentlemen, who are responsible citizens of the counties represented in the meeting, came forward and pledged themselves as follows:

- J. W. Thomas 1 mile J. P. Russ 1/2 mile. Charles Mock 1 " Martin W. Leach 1/2 " Silas Lambeth 1/2 " John Carter 1/2 " Thomas Jones 1/2 " Isaac Carter 1/2 " Charles Hoover 1/2 " Felix Clodfelter 1/2 " Lewis L. Thomas 1/2 " Enos Thomlinson 1/2 " David Lottin 1/2 " Valentine Hoover 1/2 " David Moffit 1/2 " Nathan Hunt 1/2 " Ahl Robbins 1/2 " Dempsey Brown 1/2 " Phadrk Lambeth 1/2 " Allen Tomlinson 1/2 " Jeremiah Pickett 1/2 " F. W. Stimpson 1/2 "

Jesse Harper \$2,000 in cash. Thomas Rice will take on the same terms the contract for building a bridge over Deep river or Abbot's creek.

The Chairman then announced the following gentlemen as delegates to the Salisbury Convention, namely—John Carter, Mordcai Mendenhall, Jesse Shelly, Dr. S. G. Coffin, J. Hedgecock, G. C. Mendenhall, A. C. Lindsay, Clarkson, Tomlinson, Jesse Wheeler, Allison Gray, J. P. H. Russ, N. D. Baine, Hezekiah Dorsett, Thos. Finch, Martin W. Leach, Ahl Robbins, Addison J. Hale, Dempsey Brown, Dewitt C. Johnson, and Bev. B. Craven, of Randolph. J. W. Thomas, Charles Mock, Valentine Hoover, Peter Riley, Nathan Kendall, Silas Lambeth, Green H. Lee, David Lewis L. Thomas, and Dr. F. W. Stimpson of Davidson.

On motion Resolved, That the name of the chairman be added to the above list of delegates.

Resolved, That the proceedings of this meeting, signed by the Chairman and Secretary, be published in the Greenboro' Patriot and North Carolina Herald, and that all other papers in the State favorable to the cause are requested to copy.

On motion the meeting adjourned.

NATHAN HUNT, Ch'm. CHARLES MOCK, Sec'y.

RAIL ROADS.

Spartanburg, Greenville, Laurence, Union, &c. &c., and all the counties West of Raleigh, as high as Cleveland, are making great exertions in behalf of Rail Roads, by giving barbecues, calling public meetings, attending courts, &c. days, and making speeches, so that the whole community are being roused up to the importance of the construction of these wonderful channels of transportation, that seem now to be essential to the prosperity of every country, both here and abroad. We are glad to see it, and wish them abundant success every where. Rail Road Stock is not the best stock to pay the holders a profit, but it is an investment that benefits almost every good citizen in the community, in one way or another. It brings him nearer markets and lowers the price of goods, it raises the price of produce, it gives employment to capitalists, it gives work to the poor, it divides labor and increases the demand for the productions of our country.

It enhances, more than every thing else, the value of real estate it brings communities together, it binds interests, links different sections of the country, and gives a general impetus to every kind of trade. In short, Rail Roads are the grand arteries through which the productions of our soil, and the elements of our prosperity must pass, the majestic stream that peacefully glides along, being fed from every hill and mountain rivulet, from one end of the land to the other, bearing their rich treasure to its bountiful ocean, which again returns (as the blood to and from the heart,) to replenish and to supply their varied wants.—Ohio, Pennsylvania, New York, Connecticut, Massachusetts and Georgia, are all striking illustrations of the great and grand results arising from a general connected system of Rail Roads, and fully justify our remarks. "The simple idea of the cost and profits, or loss of money invested, should never govern our ideas as to whether we ought to build a Road or not. More important considerations than these, ought to actuate us to assist in building them up.—The general good of the whole community is the effect, and what benefits all must benefit the few. We could illustrate this, but shall defer it till our next number, when we shall endeavor to show the great importance to us of a Road to Greenville or Spartanburg, and even nearer than either, and the necessity of our citizens taking stock in said roads.

Highland Messenger.

Greenville and Roanoke Railroad Company.

We shall publish in our next paper the last annual report of this Company, and take great pleasure in chronicling the fact that the road has commenced paying dividends to the Stockholders. This is worthy of being recorded, particularly when it is known that the Greenville road is a mere branch road, not on the main line of travel, and doing less business than most of the railroads in the state. It is not only a proof that the Road is well managed, but an earnest of what it will do when the Central Rail Road in North Carolina is made—and it ought to encourage the people of that State to prosecute that important work. If the Greenville road can make dividends upon a mere local business, the quarter part of which comes over the Raleigh and Gaston Railroad, it will as a matter of course, do better when that road is extended through North Carolina. And as another matter of course, the Raleigh Road and the Central Road will also do well; and as mere investments, they cannot fail to be profitable to those interested in them. Our Raleigh contemporaries need not go off to Massachusetts to show that railroads can be made profitable when they have such examples at their own doors. Besides the Greenville road, the Petersburg railroad has been dividing seven per cent. per annum for several years, and the Richmond and Fredericksburg road are dividing the same amount. These cases ought to satisfy the good people of North Carolina that they will risk nothing pecuniarily in making the Central rail road. Besides this what an encouragement is here given to our Town to construct the South-side Rail Road! The Greenville road was made altogether by private enterprise; whereas we have aid given by the State to construct the South-side rail road and given too on the most favorable terms. The Greenville road was designed to offset the injury which the Portsmouth road threatened to inflict upon our trade, and it succeeded in doing so. The South-side road is designed to ward off the blow aimed at us by the Danville road, it will succeed in doing so.

For Chronicle & Sentinel.

COMMON SCHOOLS.

Messrs. Editors:—Please allow me through the columns of your paper, to call the attention of Teachers, and the friends of Education generally to the following notice of a

National Convention of the Friends of Common Schools.

A large number of the most influential educators in the country have appended their names to a call for a National Convention of the Friends of Common Schools and of Popular Education, to meet in Philadelphia on Wednesday, the 22d day of August next, at 10 o'clock, A. M. The design of the Convention is to adopt measures for the promotion of the cause of Education throughout the Union.

STATE COMMON SCHOOL CONVENTIONS.

The Committee of arrangements for the National Common School Convention, which is to assemble in Philadelphia on the 22d of August next, beg leave, respectfully and earnestly, to recommend to the friends of Common School Education in the several States of the Union, to assemble in State Convention, at their respective capitals or in some central location, on or before the FOURTH DAY OF JULY next, for the purpose of appointing delegates to the National Convention, and transacting such other business in reference to interests of Common School Education within their borders, as may be deemed expedient. It is desirable that the number of delegates from each State be at least equal to its representation in Congress, and that a full delegation should, as far as may be practicable, be secured. State or Local Conventions of Teachers, Superintendents, or other assemblages of the friends of Education, are also respectfully requested to appoint delegates to the proposed National Convention.

By order of the Committee. JOSEPH R. CHANDLER, Ch'm. A. E. WASHBURN, Cor. Sec.

Honor to the world-wide philanthropy that has put the ball in motion!

It comes a harbinger of glad tidings for the future generations of our glorious republic. "My prophetic soul" already sketches the resolute onward march of

knowledge—knowledge, essanger of grief, preserver of health, and life, promoter of virtue, peace, and christianity.

From the South, especially, this call should meet a prompt, hearty response.—perhaps no section of the Union is more benighted on the subject of Education—none needs more aid in the sacred cause than the Southern tier of States

Teachers, parents, friends of humanity, "now's the day and now's the hour"—"awake arise, or be forever fallen." I trust the teachers in our academies and colleges will take the affair in hand forthwith, keeping the public advised of their movements; and that the 22d of next August may find Georgia if not qualified to teach her sister States, at least willing to receive the instruction of wisdom, justice, judgment and equity.

Respectfully, &c. S.

THE STAR.



Libertas et veritate solent.

RALEIGH, MAY 30, 1849

SALISBURY CONVENTION.

We would remind the public that the Rail Road Convention will be held in Salisbury on the

14TH DAY OF JUNE NEXT.

We heartily concur in the sentiment of the Watchman that it is to be hoped that every county in the State, interested in this great project now agitating the public mind, will send delegates, and that such an impetus will then be given to it, as will insure its success beyond doubt.

H. W. MILLER, Esq. of this city, has been appointed Attorney of the U. S. for the District of North Carolina, vice Dr. K. McRae, Esq. removed—an act which every Whig must approve, and no consistent Democrat can condemn.

THE DEMOCRACY.

We have no antipathy to true Democracy—that genuine American Democracy which regards the people as the source of all political power, and as having, in the free, full and faithful exercise of that power, wisely provided a form of self-government which, in its fundamental provisions, guarantees their liberties, maintains their rights, protects them from oppression, guards against dangerous innovations from the violence of popular ebullitions, prevents the confusions and anarchy of attempting to govern by assemblages of the whole people en masse, and at the same time secures their participation in the enactment and execution of the laws, by giving every citizen the weight and influence to which, as an integral portion of the sovereign power, he is justly entitled. This is the kind of Democracy, by whose wisdom and patriotism our Constitution was framed and our proud temple of Liberty was reared; this is the kind of Democracy that established and cemented by its purest blood the bonds of our glorious Union; this is the kind of Democracy that threw off the yoke of British tyranny, and in two bloody wars with the insolent oppressor, maintained its independence; this is the kind of Democracy that in days of yore supported and gloried in a Republican administration of our government; this is the kind of Democracy which is rallying around the administration of the veteran TAYLOR; and this is the kind of Democracy that we love. The Democracy that we hate is spurious, and ever restless and shifting as the sands of the sea, except when it is feeding at the public crib; the Democracy that we hate is the "Barn-burning Democracy" of New York, the "United Democracy" of Wisconsin, the "Free Democracy" of Ohio, the Nullifying Democracy of South Carolina, the Democracy that insists upon the abolition of all duties and upon a resort to direct taxes for revenue, the Democracy which seeks to array one portion of the Union against another, the democracy which cants and whines about limitations upon the holding of land; the Democracy which would deny to any section of the Union the rights and privileges and guarantees of the Constitution; the Democracy that "intends to trample under foot the Constitution of this country," the Democracy that opposes the administration of General Taylor for no other cause under heaven than its own unworthiness to be entrusted with offices of public trust and emolument.—This is the "united"—the "free Democracy" that the Democrats of North Carolina are to be put in communion with by their leaders, unless they will come out and exert the right of thinking and acting for themselves—a right inestimable to them, and formidable to tyrants only.

THE NAVAL COURT MARTIAL.

The Naval Court Martial is still in session at Norfolk. The defence of Commodore READ was to be read on Monday.

HILLBORO' DISTRICT.

If GOV. GRAHAM should be nominated, and we do hope he will and consent to serve, Mr. Venable is a "gone coon," and might as well "come down" at once. A purer patriot and abler statesman than Gov. Graham does not honor the delegation in Congress from any State in the Union, and every true hearted North Carolinian who is not warped out of shape by party rage would rejoice to see him again in the national Councils.

The Hon. CHARLES FISHER, of Salisbury, in this State, died at Hillsboro', Mississippi, on the 7th inst. Mr. FISHER has been a member of the State Legislature, as well as Congress.

Goldsboro' Pat.

CHOLERA—CLEANLINESS.—

The Louisville Journal of the 14th instant has the following brief but significant paragraph. It speaks volumes in favor of cleanliness as a preventive and eradicator of the cholera, and we commend it to the attention of our own city authorities, on whom so weighty a responsibility now rests, in view of the probable approach of that epidemic:

A striking illustration that cleanliness is a sure preventive for cholera is, that in the square on Fifth street, between Main and Market, not a case of cholera has occurred, although in the immediate neighborhood where the disease committed its worst ravages.

CHOLERA—NEW YORK.—

The official report of the Board of Health, under date of 33 instant, P. M., is as follows: Dr. Geer, the resident physician, reports that no new cases and no deaths have occurred since his report of yesterday. He would add that the cases which have hitherto occurred are entirely sporadic in their character, and the disease has not as yet assumed an epidemic form.

There is no cholera in Philadelphia—we are glad to learn from the North American—Baltimore, we are happy to add, is also entirely free from the cholera.

The Board of Health of Norfolk report five deaths from Cholera in that city since the 19th instant, and eight cases now under treatment, mostly convalescent.

FOREIGN—VERY LATE.

The Caledonia arrived at Halifax, N. S., brought Liverpool dates to the 12th May, one week later than by the previous arrival. Cotton was firm with a shade of advance. Corn and flour still heavy.

France and Italy.—In Italy the advance of the French expedition towards Rome, has been checked by the resistance of the Republican forces.

In two encounters the French were driven back with great loss. Captain Oudinot, a relative of General Oudinot, was made prisoner. General Oudinot, unprepared for such a reception, withdrew his troops four leagues from the city, and there awaits reinforcements and instructions from his government. In those engagements the French lost one hundred and eighty killed and four hundred wounded.

The Socialists are at work in the heart of France, and trouble seems to be gathering.

GERMANY.—The quarrel between the members of the Parliament throughout Germany and their respective Princes has reached the highest pitch.

SAXONY.—In Saxony a conflict has already taken place, which was decided for the people, who fought with the government troops for seven hours. The loss of life was very great.

The royalists and people are fighting desperately at Dresden, Leipsic, Breslau, and at Coblenz.

While these convulsions are occurring the Austrian government is in danger of dissolution by the continued success of the Hungarians, who are in possession of the Grand Raab and Ryrarad, Russia in the meantime advancing large bodies of troops against them; against which England and France have protested. The Hungarian accounts represent the excitement to be at the highest pitch among the Hungarians, and that it will take more than Russia and Austria combined to quell them.

The Southern mail last night brought the mails regularly due. The New Orleans papers of the 15th contain further particulars of the overflow. All efforts to stop the breach in the Levee having failed, the expedient of cutting a canal through the Metairie Ridge has been adopted. The Picayune says—

Under the authority of the Second Municipality Council, Messrs. Surgi and Harrison, surveyors, employed about 500 men and commenced operations on the ridge at the Metairie Race Course, to make an outlet for the water at that place. The work was prosecuted with vigor, and before night a canal of over 300 feet in length was cut, of such dimensions that a large quantity of water had already passed off.

We were informed that the water on the Shell Row in the vicinity of the Half-Way House had at 7 o'clock last evening been reduced three inches. This, if accurate is great good news. The water passes through the new outlet at a prodigious rate—they say fifteen miles per hour—but of course it rapidly will be lessened when a little more fall takes place in the swamp on this side. From the previous accounts, from New Orleans the city was threatened with an overwhelming calamity of an inundation, caused by an overflow of the river or a great

vase in the levee above the city. The water in the swamps and in the upper part of the Second Municipality was gradually on the rise, and defied all efforts to stop its progress. People were moving out of their dwellings, being compelled to abandon them or to resort to the upper stories, and to skiff as a means of communication with terra firma. Several of the principal streets and the whole of the Faubourg St. Mary were perfectly inundated. In Tchoupitoulas, Magazine, and Camp streets, the inhabitants had moved off, without attempting to save their property. Upwards of 3,000 lbs. of sugar had been destroyed. Fears were entertained that the whole city would be submerged; and the whole scene is represented as being awful and sublime in the extreme.

THE SMALL POX.

The Greenboro' Patriot of the 26th says, "The developments of the last four or five days have been such as to convince the most incredulous that this loathsome disease exists in our community.

"The number and condition of the patients at this time (Friday,) as nearly as we can ascertain, are as follows—including, of course, those noticed last week: One case five miles north, in a very mild form; one case ten miles north, said to be a very mild case of varioloid; two cases six miles south, increasingly severe and considered critical, one of them having assumed the confluent form. In town, there are four cases at the house where the disease first appeared (Mr. McAdoo's), all mild in their character; and one at another house (Mr. Underwood's) of more severity. We have no authentic information of any other cases, and believe no others exist. Five cases in town and four in the county, nine in all."

Acquittal of the Rev. Mr. Burroughs.

We learn that the Rev. T. J. Burroughs, who has been on trial at Snow Hill, Worcester County, Md., charged with the murder of Mr. J. B. Bishop, has been acquitted—the jury on Saturday last having rendered a verdict to that effect, on the ground that he acted altogether in self-defence.—The Hon. Hovey A. Wise conducted the case on behalf of the accused.

MISSISSIPPI.

Gen. John A. Quitman was nominated for governor by the Democratic convention, which recently met at Jackson.

BISHOP ONDERDONK.

The Episcopal convention of Pennsylvania now in session in Philadelphia has adopted the following resolutions almost unanimously:

Resolved, That the removal by the House of Bishops of the disabilities imposed by that body on the Right Rev. Henry U. Onderdonk, D. D., would give great satisfaction to the individuals, clerical and lay composing this Convention and also, it is believed to many others, as well in the Church generally as in the Diocese once under his jurisdiction.

Resolved, moreover, That while such removal would cheer the declining years of a venerable and distinguished servant of the Church it would secure to his many admirable productions their just estimation by posterity and be in accordance with the charity so eloquently portrayed in the teaching, and so consistently exemplified in the conduct of the great Apostle of the Gentiles.

THE INTERNAL IMPROVEMENT MEETING.

The Rail Road Meeting that was to have been held in this City on Tuesday last, did not formally convene, nor were the Books opened to receive subscriptions for Stock to the Central Rail Road. It was thought best to refer the whole matter to the Salisbury Convention, which meets on the 14th of next month, when it is hoped the scheme will be perfected. It is, therefore, of the utmost importance, that a general attendance of the Delegates appointed, be given, at the time and place above designated. We hope that Wake County will be fully and ably represented. Register.

UNIVERSITY OF ALABAMA.

LONDON C. CARLAND, formerly President of Randolph Macon College, Va., is now professor of mathematics, in the University of Alabama. We congratulate the people of the State upon their good fortune in securing the services of so ripe a scholar in so important a station. Professor Gerland has devoted the energies of a strong, and vigorous intellect to the culture of the abstruse sciences and is unquestionably, one of the first mathematicians in America. In other respects, the professor is eminently qualified for the station he occupies. His manners are unostentatious and gentle—his education rich and captivating—and his learning varied and profound. His life has been spent in the professor's chair. He is thoroughly acquainted with the character of young men and possesses the inestimable power of developing their latent talents, and of directing them to lofty purposes.

We feel bound to render this tribute to his worth, as a feeble return for weighty obligations imposed upon us by the professor, in those joyous days when we enjoyed the privilege of being one of his pupils. (E. Faulk, Democrat.)

A New Sect.—A religious society was recently organized in the city of New York, on which occasion a sermon was delivered by the Rev. Austin Craig. He entered into an exposition of the peculiar views of his society, the distinguishing feature of which is the denial of sectarianism, and the admission to its communion of all persons of good character who are ready to call themselves Christians.

The coroner's jury in the case of the wreck of the steamboat Empire, have returned a verdict censuring the pilot of the Empire, attributing the collision to his neglect, carelessness or want of judgment.