

THE RALEIGH STAR AND NORTH CAROLINA GAZETTE.

THOS. J. LEMAY, EDITOR & PROPRIETOR.

"North Carolina—powerful in intellectual, moral and physical resources the land of our sires and home of our affections."

[THREE DOLLARS PER ANNUM, in Advance.]

VOL. XL.

RALEIGH, WEDNESDAY, DECEMBER 26, 1849.

NO. 51.

TYPE.—Conner & Son's United States Type Foundry.

THE subscribers have now on hand an excellent assortment of Book, News, paper and Ornamental Type, Bordering, &c., which they are prepared to sell at reduced rates, on approved paper, at six months, or at a discount of ten per cent. for cash. The series of Scotch faces, so much admired and approved of by the trade, and our type in general, we feel assured cannot be excelled, either in beauty or finish, by any Founder. All type manufactured by us are made of a mixture of metals different in proportions to those used generally, by which we insure greater durability. To our assortment of Ornamental and Jobbing Type, Bordering, &c., we have made a large increase, and are constantly engaged in adding to the variety. Presses, Wood Type, Cases, Stands, Brass and Wood Rules, Imposing Stones, Composing Sticks, Brass and Wood Galleys, Cuts, Galleys, Riddles, and every article necessary for a complete Printing Office, furnished with dispatch. Specimens of Scotch faces, &c., are now ready for delivery. Old Type taken in exchange for new, at nine cents per pound. Publishers of Newspapers who will insert this advertisement three times, and forward us a paper, previous to the 1st of January, 1850, will be paid in materials of our manufacture, by purchasing four times the amount of their bill for the advertisement.

JAMES CONNER & SON,
Corner of Ann and Nassau sts., N. Y. city.
N. B. A new Specimen Book will be issued and ready for delivery about the 1st of November, 1849.

Gold Watches & Jewelry.

NEW arrival of a large & fashionable assortment of WATCHES & JEWELRY, just at hand, and for sale cheaper than ever, at Palmer & Ramsay's Jewelry Store—the most extensive stock of all articles in their line that has been offered for sale here for years back. Come and look, if you do not buy.

A doz. Gold & Silver Watches of all kinds; Gold Key, Yest & Gold Guard Chains, Keys and Seals, Finger Rings, Ear Rings, Breast Pins, Shirt Studs, Pin Buckles, Gold Lockets, Bracelets, Clasp, Gold & Silver Spectacles, Gold & Silver Combs, & Pens, Gold Waist Buckles, Tortoise Shell Dittos, A Spring Steel Spectacles, Tortoise Shell Dittos, Silver & Steel Buttons, Silver & Steel Spoons, Silver & Steel Mustard Spoons, A Large Stock of Pen Knives, Razors & Safety Razors, Full sets Table Cutlery, Silver Strops and Diamond Powder for Polishing, Staying Brushes, Hair Brushes & Combs, Tooth Brushes, Butter & Fruit Knives, Gold & Silver Thimbles, Gold & Silver Mounted Walking Canes, Silver Plated Castles, Candlesticks, Grenadillo, Silver Waiters & Baskets, Salt & Butter Stands, Peach Salt Spoons.

PERFUMERY. Colognet & Florida Water, Extract, Soap, Toilet Powder, &c. A Handsome lot of Faney Articles, Work Boxes & Netting Boxes complete, and a variety of other articles.

All kinds of Watches and Jewelry repaired in their usual superior style, and warranted.

Old Gold and Silver taken in exchange.

PALMER & RAMSAY,
Raleigh, Nov. 1849.

HARDWARE AND Carriage Trimmings.

LEWIS MARRY & CO. are now receiving their Fall supply of Hardware and Carriage Materials, and are enabled to offer for sale a stock greatly increased, and many articles at much reduced prices.

In Carriage Trimmings especially, they have purchased largely, and can make to the interest of Manufacturers of Carriages in this vicinity, to get their supply of them.

It is of consequence to sell for cash and to those who pay promptly on short time. Such customers will do well to give them a call. They enumerate some articles that they keep for sale, viz: Coach Lumps, Hub and Sand Bands, Springs, Axles, Stump Joints, Plated Dash Frames, Plated Handles, Branch Irons, Curtain Frames, Malleable Castings, Patent Leather, Cutlery, Do. Enamelled D. Step Do. Roan Skins, Cloths, Damask and Towels, Brussels Carpet, Oil Cloth, Patent Do. Rubber Do. Laces, Tuffs, Fringes, Bindings, Tassels, Tacks, Seaming Cord, Tucking Nails, Japan Brass and Silver Knobs, Top Fraps, Moon, Coach Steps and Hinges, Fellics & Shafts, Spokes, Bores, &c. &c.

Sign of the Key, Bollingbrook Street, Petersburg, Va. 49-1y.

Ready Made Clothing.

FRESH supply of Ready Made Clothing just received, and will be sold cheap for cash. Also, a lot of over size silk shirts, dress shirts, Lambs wool and Merino under shirts and drawers, which will be sold on reasonable terms.

J. J. BIGGS,
Raleigh, Dec. 10, 1849. 50 w4y.

Bank of the State of North Carolina.

THE General Meeting of the Stockholders of this Bank will be held on the first Monday in January next, at the Banking House in this City.

C. DEWEY, Cash'r,
Raleigh, Dec. 7, 1849. 50—

Bank of the State of North Carolina.

DIVIDEND of Four per cent. on the Capital Stock of this Bank has been declared for the last six months—payable at the Principal Bank on the First Monday in January next; and at the Branches fifteen days thereafter.

C. DEWEY, Cashier,
Raleigh, Dec. 14, 1849. 50—11MJ

STRONG STATEMENTS.

The London Examiner recommends the formation of a society in England for the correction of "Strong Statements." It appears that there is one "association" of benevolent individuals which declares that there are no fewer than 80,000 prostitutes in London, when an official inquiry shows their number to be 7,000. Another favorite assertion is that 60,000 drunkards die annually in the British Isles, whereas, according to the Examiner a resort to official returns shows that the number is about 10,000. That is enough, we should think, to render a resort to exaggeration unnecessary.

THE REPORT OF THE POSTMASTER GENERAL.

This very able and important State paper which in the default of Congress to organize, we laid before the readers of the Sun yesterday, contains information which directly refers to the people. The Post office, though an organized branch of the government, is in fact the immediate servant of the public, and there is really no valid reason why information in relation to it should be delayed in consequence of the impracticability of Congress. The document is specific, admirably written, and well calculated to impress the mind of the reader with confidence in the ample sufficiency of the Postmaster General for the onerous duties of his office, notwithstanding the very liberal abuse with which he, in common with his predecessors, has been bespattered.

The financial condition of the department is highly favorable. The gross revenue of the last fiscal year amounted to \$4,905,176.28; the expenditures during the year amounted to \$4,479,127.13, leaving an excess in favor of the department of \$426,049.15; add to which the appropriations of March last, \$265,565.55, and there remains of unexpended revenue, \$691,614.70.

Mr. Collamer complains of the increased cost of mail service upon rail road routes where monopoly excludes competition; and the estimates for the current year, in consequence of increased use of rail road service, amount to \$4,750,138.13. The relief of the letter postage from the ranking operation is advocated, and the injustice of imposing upon the public, through the post office, a tax for a portion of government service, exhibited. A uniform rate of 5 cents per letter is suggested.

The business of the department in all its diversified relations is presented in a succinct form for the consideration of Congress, and the recommendations of the Postmaster General will no doubt receive that attention to which their importance entitles them, whatever complexion that body may ultimately assume.

- ### RULES FOR YOUNG LADIES.
1. Never marry a man who has no trade, or is too proud or too lazy to work. Such a man will surely make a slave of his wife.
 2. Never marry a man who places his mind upon fine clothes, as that is positive evidence of scarcity of brain.
 3. Never marry a man who is fond of "fashionable drives," on the Sabbath, as his road is clear for a "drive" to ruin.
 4. Never marry a man who smokes or chews tobacco, as your efforts to keep a tidy house will prove fruitless.
 5. Never marry a man who visits coffee houses, &c., as there is little difference between a pig and a hog.
 6. Never marry a man who is in the habit of hanging around corners, and making remarks on the lady passers by, as he may some day hang from a more elevated position.
 7. Never marry a man who indulges in profane language, for God's wrath will be visited on the head of the swearer.
- Wheeling Gazette.

EDITORIAL CONVENTION.

A convention of editors and publishers of newspapers met at Columbus, Ohio, on the 20th ult. Thirty-four newspapers were represented. Among the business was the adoption of a resolution to memorialize the Legislature for the enactment of a law requiring the preservation, in some office at the county seat of each county in Ohio, of a file of every newspaper published therein, which said files, properly bound, shall be competent or prima facie evidence of all legal publications in said papers. Also for a modification of existing enactments, so as to require that all legal advertisements shall be published in two newspapers in each county, where there is that number in existence.

VALUE OF COAL BEDS.

The London Times thus speaks of the coal beds of England:

"The exhaustion of our Coal beds would be the final and utter catastrophe of our greatness, and England would immediately sink into a third rate power. It is to our coal that we owe every thing which is great in our position and history! Our coal fields are the rude foundation of this fair Corinthian pile, and England is as indebted to them as Egypt to her Nile, Athens to her schools, and Rome to her policy and arms."

If the coal fields of England form such a solid foundation for her greatness, what (says the Richmond Republican) shall we say of those of our own country! The bituminous coal area of Great Britain is said to be 8,139 square miles. Anthracite, 3,720 square miles. The bituminous coal area of United States, on the other hand, is 133,132 square miles. The anthracite coal region lying principally in a central portion of the eastern part of Pennsylvania is not as large as that of England though it is said to be much more valuable as an article of fuel. A writer in Hunt's Merchants' Magazine states that about seventeen thousand persons are dependent upon the trade in anthracite coal alone for subsistence.

The entire area of the great Alleghany bituminous coal field extending through parts of Alabama, Georgia, Tennessee, Kentucky, Virginia, Maryland, Ohio and Pennsylvania, according to a geological report of Professor

Mader in 1838 is estimated at fifty thousand square miles, forty thousand square miles, of which are capable of being worked. From another Magazine he learns that the areas of bituminous coal strata, in square miles in the several states constituting the separate divisions are as follows: Alabama 3,400; Georgia, 150; Tennessee 4,300; Kentucky, 9,000; Virginia, 21,000; Maryland 550 Ohio, 11,900; Pennsylvania, 15,000. Total 65,300.

It is estimated by the same authority that the American people consume annually about five millions of tons of coal, a consumption which will be greatly increased with the increase of business, the exhaustion of wood land, and for the purposes of manufactures and navigation. The coal treasures of our country are perfectly unbounded;—Those of North Carolina, in the county of Chatham, in particular, coupled with our iron mines, and other mineral and agricultural wealth would place us in time in as prominent and powerful a position as Great Britain, if we would but practice an energetic development and economical husbandry of our vast and varied resources.

From the Watchman.

Messrs. Editors: As some surprise has been expressed at the lowness of my estimate for the extension of the Central Rail Road west to the Tennessee line, I send you a detailed estimate upon which I based my opinion—

1. From Salisbury to a point on the Catawba River, near Island Ford, thirty miles, grading and bridging, at \$6000 per mile. \$180,000 00

Eight miles grading from ridge to Valley of Catawbas, at \$8000 per mile. 64,000 00

Sixty-one miles of Catawba Valley to foot of the Blue Ridge, at \$3000 per mile, 183,000 00

Seventeen miles for the ascent of the Blue Ridge, and descent to Swannoc Valley, at \$10,000 170,000 00

Sixty-six miles of Valley of Swannoc and French Broad, at \$3000 198,000 00

Tunnel through the Blue Ridge, five thousand feet long, total cost, 160,000 00

Bridges over the Catawba, 40,000 00

Total cost of Grading and Bridging. \$995,000 00

182 miles of superstructure, with rail 52 lbs. to yard, at \$5000 910,000 00

As follows, 80 tons rails at \$50 40000

1700 cross ties, 20 cts. 352

Chains and pikes, 98

Laying, 550

Total cost of Track and Superstructure, 152,400 00

Total cost, \$2,057,400 00

The route here chosen is entirely gratuitous, and I have no doubt but that the estimates will be reduced after a proper survey and choice of route, but if they are increased another \$500,000, surely a trade for which Virginia is spending five or six millions is worthy of this amount.

Virginia is expending 400 thousand for the passage of the Blue Ridge alone, and Pennsylvania expended one million, and a third for the same purpose. I understand that the Buncombe Turnpike which passes down the French Broad cost but \$500 per mile; my estimate for the Rail Road over the same ground is \$3000 for grading, while the Turnpike is eight feet wider than the Rail Road. In the passage of the Blue Ridge, seventeen miles are estimated at ten thousand per mile the Alleghany Rail Road in Pennsylvania which passes over pretty much the same ground—built in the most permanent manner with bridges of stone, and twenty eight feet wide, cost 13000 per mile to grade.

Your ob't'serv't,
S. MOYLAN FOX.

A STEAM MAN.

A mechanic in Russia is said to have succeeded in making a steam man. It is probably one of the most interesting inventions ever offered to the public. It is a colossal statue, the feet of which are placed upon wheels upon a rail-road, and as he goes thundering over the course, the steam comes puffing out of his nostrils in a manner to give the appearance of satan as pictured in Revelations.

GOOD!

Some time since a resolution was introduced into the Lower House of the Tennessee Legislature to protect the property of married ladies. While the resolution was under discussion, Mr. Moody, of Dixon, moved to amend it by requiring the ladies to wear the breeches half the time.

The ungallant conduct of the gentleman was, of course rumored among the public, and a few days after, the Speaker announced that he found upon his table a bundle labelled "important documents," which he was requested to lay before the House. Upon taking off the wrapper the "important documents" proved to be a crimson petticoat for the representative from Dixon, Mr. Moody.

Dollar News.

WIL THE SOUTH BE WARNED.

The Brown or black development ought to put men of all parties in the South on their guard, or else seal their mouths hereafter against accusing any one but themselves as the authors of any ruin which may befall them. We have ever conceded that, on the question of the extension of slavery, both parties in the non-slaveholding states occupy the same ground. But the democratic organs have set up their Northern associates as "natural allies" of the South, and among these, they claimed Brown as a peculiar friend of Southern institutions. The result is another illustration of a "stupidous fallacy," which ought to have been exploded by the course of Martin Van Buren. The only difference between Whigs and Democrats of the North on this subject is, that the Whigs are conservative in regard to slavery, so to every thing else, and make no loud-mouthed professions of peculiar love for any section. Winthrop is a fair specimen of a Northern Whig. He is not what we would desire upon

the subject of slavery; he was in favor of that Wilmot Provision in the Oregon bill which J. K. Polk signed, and we cannot approve the course of either Mr. Polk or Mr. Winthrop upon this subject. But Mr. Winthrop is a highminded man; under exactly similar circumstances with Brown, he scorned to give a pledge, or to hold any terms with the Free Soilers; he is not disposed to make war upon slavery, and, as for his Northern Provisionism, there is scarcely a Northern man of either party in the House who is not a Wilmot Provisionist. We should think, especially after the late disclosures, that many Southern democratic gentlemen would infinitely prefer Winthrop's election to running another risk such as that from which they have just fortunately escaped.

Richmond Rep.

(FROM THE COMMERCIAL.)
NORTH CAROLINA COAL.

Messrs. Solomon McCullough and T. Hunter, for some years past connected with contracts on the Chesapeake and Ohio Canal, have taken the contract to construct the slack water improvement of Cape Fear and Deep River Navigation Company in North Carolina. The work consists of fourteen dams and twenty four locks and is in first rate hands. Messrs. McC. and H. have recently returned from the scene of their future labors and bring with them a large specimen of semi-bituminous coal taken from the banks of the Deep River in Chatham county, N. C. So far as we are able to judge, this Coal is very similar and fully equal to the best specimens of the Cumberland Coal. It is said to exist in immense quantities in North Carolina in veins fully twenty feet in thickness.

Cumberland Citizen.

In calling your attention, Mr. Editor, to the above notice of North Carolina semi-bituminous Coal, permit me to remark, that coming as it does from the very heart of the great semi-bituminous Coal region of Maryland and from the city which has been built up from 500 to 8,000 within a few years, chiefly in anticipation of the Coal trade which is about to take place by the opening of the Chesapeake and Ohio Canal on the first day of January next, and where the character of this peculiar description of Coal is fully understood, and pronounced to be "very similar and fully equal to the best specimens of Cumberland Coal"—it is an endorsement of its quality not to be disregarded.

The great Coal region of Maryland, about to be opened to the Atlantic world, at an expense of millions upon millions of money is distant from Alexandria about 200 miles and it is from this latter city that the Maryland Coal will be shipped to the other commercial marts upon the Atlantic seaboard.

Now let us inquire by what routine this canal will reach Alexandria, situated upon the Potomac 230 miles from the Cape of Annapolis, and compare it with that to be pursued from the Coal fields on Deep River, in Chatham county, to deliver this valuable and identical mineral at Wilmington upon the Atlantic coast and in the direct route of all the great lines of Southern steamers. In the first place the Maryland coal is mined from 10 to 12 miles above Cumberland and transported upon Rail roads, which have been constructed through a mountain region, at great expense to that city; it then changes bulk by being shifted from the Cars to a Canal Boat—and in this operation, as well as by its previous transportation upon the Rail Road, its value is materially affected by crumpling, the fuel not commanding as high a price as the Lump Coal. To this Canal Boat of about 80 tons, there are three mules hitched and in seven days is delivered in Alexandria. The Coal region of North Carolina, (about which we shall have more to say on some future occasion) so far as has yet been ascertained, is 15 miles in length, by about 3 in breadth and lies upon Deep River, a tributary of the Cape Fear, about 200 miles above Wilmington. When the Cape Fear and Deep River (black water) Navigation shall be opened as it will be by the first of January 1852, this identical semi-bituminous Coal will be taken directly from the Pits, on the banks of Deep River, placed in Boats, and a single Steamer with a train of Coal Boats, will reach Wilmington on the Atlantic coast in 24 hours.

No, sir! I would ask, is it not apparent to every practical mind that the cost of transporting the Maryland Coal to Alexandria will far exceed that of the North Carolina Coal to Wilmington? And what is this difference? By a liberal calculation of the cost upon our slack water navigation, compared the cost upon the Rail Road and Canal of Maryland difference in favor of the North Carolina Coal is 75 cts. per ton; I believe in practice it will be more. This it appears to me, is quite sufficient to prove that the future Coal trade from the Chatham county mines must be immense. In no State in the Union can this or any other Coal be as cheaply delivered upon the Atlantic; and when we consider the great and increasing demand as yet untrapped the supply in consequence of the multiplied uses to which this valuable mineral is being applied, we may look forward with confidence, and pride to the day when North Carolina Coal will become as valuable an article of export to her as that of Pennsylvania, amounting always to millions of dollars. And what

will have achieved this for the Old North State? Why sir, the inestimable outlay of \$200,000 in the construction of the Cape Fear and Deep River Slack Water Navigation.

CHATHAM,
CARD FROM MISS BREMER.

Perhaps no European lady ever before visited this country, who shared so largely in the warmest sympathies and affections of our people as does the accomplished author of "The Neighbors." Every step of her unobtrusive progress thus far has been watched and greeted with equally unobtrusive but sincere welcome; while thousands who are denied the satisfaction of an interview, or even a sight of her, have burdened the post with invitations and requests to all sorts of pleasant places and for all manner of mementoes. To these, for whose good will Miss B. cherishes the liveliest gratitude, she sends the following note—the answering of each person by writing having become a matter of impossibility. The note is like her best writings, explicit, delicate and full of kindness.

N. J. Tribune.
Boston, Dec. 8, 1849.

Feeling the impossibility to answer, as I should and would, letters and notes which are sent to me, many of which are precious to me, not only as to what concerns me personally, and which I treasure in my heart as things dear and beautiful, I wish by these lines to make known to my benevolent correspondents, that if I do not answer them, it is that I cannot find time and leisure to do so, during my time of travelling in this land, where there is so much to see and to learn. I would tell them that my thankfulness is not the less for that; it is not now expressed in words. And I would add, that though I am well aware that, in saying all this, I may incur the charge of vanity, I would rather incur that, and bear it, than bear the thought that any heart in the United States of America should suspect mine of ingratitude or disregard.

FREDERIKA BREMER.

EFFECTS OF POLITICAL VIOLENCE.

Gen Taylor has had to encounter, since his inauguration, a torrent of abuse, invective and misrepresentation, such as has rarely before been the lot of a public man. He has been derided as a dotard, and denounced as a liar. The public sentiment has been outraged by the coarseness and scurrility of the assaults made upon a venerable hero and patriot, and made, be it remembered, before even the sending in of a President's Message had so much as foreshadowed the general policy of his administration.

The pretext for all this unprecedented bitterness has been the removal of a portion of the Democratic office holders and the substitution in their places of the members of a party which for twenty years, had been the victims of universal and unrelenting proscription. Prominent among these ejected officeholders, was William J. Brown, of Indiana! This man, as one of the "martyrs," and as a suitable representative of his brethren in affliction, was selected as the candidate for Speaker of the House of Representatives, for the purpose of mortifying Gen. Taylor to the soul and administering a "most bitter pill" to Taylorism.

That was the avowed object. No one would have thought of Brown on account of his peculiar qualifications for the chair. He himself said, in his speech in the late memorable debate, "that he came to the city of Washington never dreaming of being a candidate for Speaker. His health was bad. There were old and able members of his political party—gentlemen who were well versed in parliamentary law. He had no experience. He had never made the subject his study."

Who, then can believe that Brown would have received the nomination, but from the impulses of that excessive party spirit, and to gratify that party vindictiveness which has been fanned into the most intense flame by the denunciations and abuse heaped upon Gen. Taylor by the Washington Union and kindred newspapers?

And what is the result? Why, to injure Gen. Taylor, these Southern democrats came within a hair's breadth of installing the abolitionists in the chief places of the House of Representatives, and of blowing themselves up, as well as the whole country, in a worse than Gunpowder Plot. It ought to be a lesson to them hereafter to be more moderate in their political antipathies, and not to make hatred of a Whig President their only rule of action.

For ourselves, we would say, rather than permit the House to remain in its present state of disorganization, let any man of either party be elected, always provided he is a GENTLEMAN. Who, such as one, no matter what his party creed, we would be willing to entrust power.

Rich. Rep.

A young gentleman feeling restless in church, leaned forward and addressed an old gentleman thus—
"Pray sir, can you tell me a rule without an exception?"
"Yes sir," he replied, "a gentleman always behaves well in church."