

Opposition Meeting in Wake County.

In pursuance to the announcement made in the Register, a meeting of the Opposition party of Wake County was held at the Town Hall in Raleigh, on Monday, the 3d inst., for the purpose of appointing delegates to the Opposition State Convention for nominating a candidate for Governor.

On motion of Hon. Sion H. Rogers, Ex-Governor Manly was called to the Chair, and P. S. Rogers, Esq., appointed Secretary.

Ex-Governor Manly, on taking the chair delivered a brief address, after which

On motion of Hon. Sion H. Rogers, a committee of five were appointed to prepare business for the action of the meeting.

The Chair appointed on this Committee, Messrs. S. H. Rogers, Needham Price, W. H. Hood, S. Stephenson, and J. J. Ferrell, who after retiring a few minutes, returned and reported the following resolutions:

Resolved, That we hail, with exultation, the result of the late Congressional elections in this State, indicating, as it does, that the people are determined to inaugurate the existing administration, and fully aroused to the necessity of wresting the Government from the grasp of the spoilers and rallying to the support of the Constitution and the Union.

Resolved, That the following propositions, presented in a recent letter by Wm. C. Spiders, Esq., of Mississippi, present a body of principles that should secure the support of all Constitution-loving men, and all men opposed to sectionalism and its direful and inevitable tendencies.

1. New States shall be admitted into the Union without regard to whether they admit or reject slavery in their constitutions.

2. In all acts of Congress hereafter organizing Territorial governments there shall be inserted a provision that no laws shall be passed by the Legislatures of such Territories prohibiting or interfering with the existence of slavery in them, thus leaving the people to adopt or reject it, as they may please, when they meet together to form a State constitution.

3. The present legislation of Congress on the subject of slavery to remain unaltered.

4. The entire subject of slavery, except as involved in the foregoing propositions, to be wholly withdrawn from the arena of national politics, and left where it belongs, to the control and jurisdiction of the people among whom it exists.

5. An economical administration of the Federal Government, not merely in name, but in reality; to be effected by limiting the expense of printing to the actual necessities of the Government, by abolishing the franking privilege, and by consolidating the contracts of the Government from corrupt political influences.

6. The preservation of the integrity of the National Legislature, by discountenancing the appointment of members of Congress to office by the Legislature of the State, and by the Executive veto; by retaining in its force the treaty-making power to the Senate, and reserving the control of the purse and the power of declaring where it now rests, in Congress.

7. No interference with the rightful property of the States by bringing within the control of Federal laws and the Federal judiciary, the entire currency and nineteen-twentieths of the indebtedness of the people.

8. A just and manly administration of the foreign policy of the Government, protecting and asserting the rights of the Government, and of its citizens, whether native or naturalized, against foreign aggression from any quarter.

9. A bold and vigorous enforcement of the laws against Territories, and the enactment of additional ones if needed.

10. The appointment to office of faithful and patriotic men, and not of mere partisans, who for years past have, to the discredit of the nation, filled the most prominent places both at home and abroad.

11. The preservation of the national honor, by the fulfillment of all national obligations, and just and equal dealings with other Governments.

Resolved, That with such principles, it would be immaterial under what leadership, they should be carried out to a successful and assured victory.

Resolved, That we approve of the holding a Convention to nominate a candidate for Governor, and take such steps as may be deemed advisable in view of the campaigns of the ensuing year, and hereby express our preference for some day in the month of December therefor.

Resolved, That the chairman of this meeting appoint fifty delegates to represent this County in said Convention.

The Chairman appointed the following gentlemen delegates to the State Convention: Geo. E. Badger, Bat F Moore, Sion H. Rogers, Geo W Hayward, Geo Little, D G Fowler, Tamer Pullen, David Justice, K P Battle, Jno W Syne, Jno H Bryan, Reuben Fleming, Nathan T. Fry, Jno W Harris, Willis B Jones, Jno G High, D R Griffith, S H Hood, Thos J Debnam, Giles Underhill, C L Hinton, Needham Price, Wm H Hood, T H Avera, N R Watkins, Henderson A Hodge, A Hodge, G W Crockett, Langdon C May Jr, John Hearn, J B Harris, H Wood, D Griffin, Rufin Bryan, J B Callahan, D H Heartfield, Wm Rowland, Stephen Stephenson, O L Burch, D Stephenson, Albert Hinton, James Boylan, Williamson Page, Bolt W Hayward, G F Moring, Jarrett Broadwell, William Yates, Joseph Horton, Thos Horton, J P H Russ, C J Rogers, Mark A Tate, Thos Hicks, Wm B Halliburton, Wm Laws, Peleg S Rogers, Madison C Hodge.

Resolved, That the County meetings in this Congressional District be requested to appoint three persons in each of their respective counties, to constitute a Committee to denounce the District Committee for the 4th Congressional District, and that the Chairman of this meeting appoint three persons to represent this County.

The following gentlemen were appointed: Hon. Sion H Rogers, Bat F Moore, Esq., and D G Fowler, Esq.

On introducing the above resolutions, the Hon. Sion H. Rogers, made a brief, but eloquent address, enforcing upon the Opposition the duty of organizing thoroughly, and of laboring zealously for the success of their principles. He said that though the leaders of the Democracy were corrupt, the masses were not so. They are possessed of strong prejudices, it is true, but go to the honest yeomanry of the country and convince them by infallible proof of the corruption and profligacy of their leaders, and they would join us in hurling them from power.

When Mr. Rogers had concluded his remarks, the vote was taken on the resolutions of the Committee, and they were passed unanimously.

On motion of J J Litchford, Esq., it was ordered that the proceedings of this meeting be published in the Raleigh Register, and that the other Opposition papers of the State be requested to copy.

On motion of W H Hood, Esq., the Chairman and Secretary of this meeting were added to the list of delegates. On motion of Capt S Stephenson, the meeting adjourned.

CHAS. MANLY, Chm. P. S. ROGERS, Sec'y.

Iredell Express.

EUGENE B. BRAKE & SON, EDITORS AND PROPRIETORS.

STATESVILLE, Friday, Oct. 14, 1859.

Our Terms. "IREDELL EXPRESS" is published on the following terms: For one year, in advance, \$2.00; for six months, \$1.25; for three months, \$0.75; for one month, \$0.25. If not paid till the end of the subscription year, \$3.00.

Deliberations of the State Executive Committee—22d February named for the meeting of Delegates, at Raleigh.

The undersigned appointed as an "Executive Committee" of the "Opposition Party" in North Carolina, at a meeting of its members in the Legislature of 1858 and 9; having conferred together in the matters entrusted to them by that appointment, deem it expedient, and do therefore recommend to their friends in the several Counties, to select Delegates to meet in General Convention, to deliberate upon the political condition of the State, and of the country at large, and to make nominations of candidates for the offices to be filled by the election of 1860.

They also recommend that the City of Raleigh be the place, and the 22d day of February, the time for the assembling of said Convention. They are aware that an earlier day has been proposed from sources entitled to great respect, but the Committee, on mature consideration, believe the time above stated most appropriate. It is desirable that every County shall be fully represented, to the end, that the views and opinions of all may be understood and harmonious action secured.

GEORGE LITTLE, Chair'n, KENNETH RAYNER, R. S. DONNELL, C. GLENN, WM. A. GRAHAM, ALFRED DOCKERY, JAMES A. LONG, RUFUS BARRINGER, THOMAS G. WALTON, JAMES A. TAYLOR.

Raleigh, Oct. 6, 1859.

Charlotte & Statesville Rail-Road.

As a very short time only remains for the stock to be subscribed and the road put under contract, in order to secure the charter, the friends of the enterprise should be active in urging their fellow citizens to come forth without delay and take stock. But who in Iredell is not a friend to the enterprise? and who will not take stock in a work fraught with so much benefit to the country through which it is to pass? Then, step forth one and all, and subscribe for as many shares as you might feel you have means to pay for, and let the great work begin at the earliest day. No argument is needed as to the importance and practicability of this great work, great to the section in which it will be located, and great in perfecting the Railroad system of the State. The time for argument has passed, and what we need is early, intelligent and decided action by the people of Iredell and others interested.

The charter for this Road was obtained with much labor and expense in visiting different State Legislatures. The people of Mecklenburg are now ready, willing and anxious to co-operate with Iredell and build the Road. The Road is wanting to develop the resources of Iredell and other counties through which it might pass, whose resources can by no other means be quickened and made profitable to the people and the State at large.

Fall Distribution of the School Fund. The Fall distribution of the Common School Fund has been published in the last Standard, and ordered by Gov. Ellis to be copied into a few other papers, chiefly of the Democratic stripe. We give the following Counties and the share assigned to each: Alexander, \$600 36; Burke, 830 28; Cabarrus, 1,040 88; Catawba, 988 08; Chat-ham, 1,960 60; Davie, 839 76; Iredell, 1,507 44; Lincoln, 830 88; Mecklenburg, 1,406 88; Randolph, 1,821 12; Rutherford, 1,486 56; Surry, 975 84; Union, 1,110 96; Watauga, 401 76; Wilkes, 1,397 04; Yadkin, 1,441 32; Caldwell, 700 32; Rowan, 1,479 48; Ashe, 1,024 68.

Temperance Cause in Iredell. We are pleased to learn, as we do through a correspondent, that the Temperance Lanner has been unfurled anew in the Western portion of Iredell. At a re-organization of Mt. Pleasant division near one hundred names were given in; and several meetings have been held by the Division at New Sterling Church, "in whose ranks are found," our correspondent says, "some of the best Temperance men and women." Our correspondent would urge upon ministers of the Gospel to be eloquent and constant in denouncing from their pulpits, the use of alcohol which destroys both soul and body.—Temperance sermons, he thinks, are calculated to arrest the attention and will do much good in warning the young, perhaps the aged, against the pernicious evil of drinking liquor.

The two Societies mentioned, are auxiliary to the Iredell county Sons of Temperance, which has had an existence of more than 25 years.

Liquor drinking, most unquestionably, is productive of more evil than all other evils in the world combined together, and our correspondent thinks, and so do we think, that it is the duty of all good men, and women too, to unite and, if possible, arrest it.

The South Carolina State Fair. It is to be held on the 8th, 9th, 10th and 11th of November. The annual address will be delivered by the Hon. Jos. A. Woodward of Winnsboro.

Georgia Election. An election for Governor and members of Congress was held in this State on last Monday week. Complete returns have not been received, but it is known that Brown, the present loco incumbent, has been re-elected. The customary tricks and appliances were resorted to by democracy to carry the day.

Mississippi has likewise donned herself in soiled garments, as was expected of her.

Fine Iredell Tobacco. Mr. J. L. Blackwell has deposited in our office a sample of very superior leaf Tobacco which was produced upon his farm, two miles north of Statesville, this season. The quality we think is equal to any article of the sort Warren county can boast, and that's saying a great deal.

Centres of Trade.

The time was, before the day of Railroads, when centres of trade were confined to a few of the principal seaports upon the Atlantic coast, and a few of these ports will no doubt, continue to maintain their supremacy. But the introduction of Railroads has demonstrated the fact that great markets will form in the interior of the country, where, in time, vast cities will occupy the former sites of the wigwag and the farmer's cornfields. In our country, of such vast extent, this would appear as inevitably as necessary. Indeed, so practical is the growth of inland towns and cities since the introduction of Railroads, into markets where capital and commerce are drawn, that it need be no matter of surprise if, in the course of time they become populous and flourishing cities. The rapid growth of all inland towns where railroads penetrate, confirm the hypothesis which is here assumed, and experience, we think, will establish the axiom. Merchants of the interior can import from foreign countries, and export abroad, with as much facility as the dealer in a seaport, through the agency of Railroads, so long as these companies shall continue to receive and forward imports and exports, free of charge, at tide-water, or even with the charge of commissions. It is wholly unnecessary for Southern merchants to visit Boston and New York to buy goods, if they choose to order or go for them to London, Paris and Bremen. The only consideration would be, whether the stocks they might require could as well be laid in by paying a profit to the northern seller, by those who purchase small amounts.

It is within the recollection of the middle aged in life, that Railroads were first introduced into the United States, and later into the Southern States; and although the time has been so short, how great a change have they not wrought in the prosperity of the whole country? In Georgia, their influence has been as a magic wand, by which innumerable blessings have been dispensed and the State rendered great and glorious. Her seaports have been enlarged by them, and towns far in the interior, of no importance, before, have grown into extensive commercial cities, and her farmers made prosperous and happy. Farms have been doubled, quadrupled in value. Poor men have become rich, by railroads passing near them, by a rise in the value of their property and facilities for reaching the best markets with their products.

What was Atlanta, in Georgia, before railroads were built, now a city of 12,000 inhabitants, with a commerce extensive and flourishing? A cross-road! and unknown. Many other towns in Georgia are flourishing proportionately. Georgia is now known as the "Empire State of the South," and what has caused her greatness?—Railroads.

But let us look at home—old North Carolina, once, within our recollection had not a mile of Railroad, and what was her position? Melancholy enough, as all know who travel beyond her borders. For that reason, her sons began to desert the hearth-stones of their forefathers, and thousands of her best citizens fled the State, taking with them their families and their wealth in search of a more favored land where progress was onward.—These citizens are now scattered over all the southern and north-western States, constituting many of the most prominent men in their new homes, possessed of honors and wealth. Although they will never return to take up their abode among us, they look upon their old mother with fond veneration and rejoice at every step she is now taking in the road to greatness and prosperity, with her great works of internal improvement. Railroads have been built in her borders, others are building, and still others projected; and, when all these are completed, we expect to see North Carolina occupy a position by the side of Georgia, in all that is great and prosperous, and her sons then will be contented to remain at home and cease from their wanderings.

What Railroads have accomplished in other States they will likewise secure for North Carolina, her farmers, merchants and mechanics. The N. C. Central Road is doing much for the State and section through which it extends, and its benefits will increase with each year and be lasting; so will it be with the Western Extension, when finished.

Since these roads were built and as far as they have progressed, the benefits which they are conferring upon a valuable and extended portion of the State, are incalculably great. No one, we expect, would be thought so unwise as to desire that these important public works, exhibiting as they do the grandeur of the State, should never have been built. Do they not convey centres of trade from the seaport to the interior, diffusing commercial enterprise throughout the State? building up villages, towns, and cities. What were Salisbury, Charlotte, and other towns before they were penetrated with Railroads? Though only a few years have elapsed since the steam engine awoke their inhabitants with its first whistle, these places have sprung into cities of no small importance and must continue to grow with each succeeding year. A few years more and we may expect to see Salisbury and Charlotte, and perhaps Statesville, one or all, what Atlanta now is. This will have been accomplished by the wonderful agency of Railroads. And, as the towns and cities flourish, so will the contiguous country prosper—our welfare will increase together.

Then, the more Railroads which the people have in their power to construct, the greater will be their prosperity. The money they put into these useful channels of commerce is not lost, to themselves or their posterity—it is converting a more representative of value into real value, which is to endure for ages. Railroads are not built for a day, but for all time; as they develop the country, so will their value increase, and the State become great.

Wherever, then, a Railroad is to penetrate it is to the interest of all the inhabitants to aid in building it, and thus open secluded regions to the commerce of the world, and shorten distance to the best markets.

We of this section now have presented for acceptance the charter of a Railroad, which, all must confess is of large importance to the county of Iredell and several other counties adjoining. The road can be built for much less cost than any road ever has been built in the State. The time for commencing the work is NOW!

Postponed. The Opposition meeting which was to have been held on Tuesday of Iredell Superior Court, was postponed (in consequence of the Rail Road Convention, which occupied the public with a week, and then, in his opinion, is put under obligation to prize it, though more than that.

University Magazine. The October issue of the University Magazine contains several papers of uncommon interest. The first we would notice is the "War of the Regulators," from the pen of G. W. Swain—a condensed history of the cause that led to the organization of the body known as the "Regulators," their exploits, &c.

The comments on "Citizens in general," are very truthful and expose a deal of bluntness as practiced by small critics of the present day; and much ignorance. The contents which we are accustomed to see daily paraded in the newspapers, of books and works issued from the press, before they are written or reviewed, who barely understand the geography of their misdeeds, or rather, who are not otherwise. Often enough, the historians are written before the volume is perused; more frequently, the reviewer is incompetent to give an intelligent opinion of the merits of the work. But he has been presented by the publisher with a book, and then, in his opinion, is put under obligation to prize it, though more than that.

Porter's Spirit. Cal. W. H. York, late of the "Southern Spirit," published at Louisville, Ky., has become associated with "Porter's Spirit," which is issued in New York. Col. Young is a man of wide acquaintance, and of high repute generally, and will prove a valuable addition to the new field of his operations in conducting one of the most popular Turf Journals issued in the country. He will emphatically supply the place of the lamented Porter, better than any other editor or proprietor of a similar journal. It is published every Saturday in New York, price \$2 a year payable in advance.

North Carolina Planter. We are in receipt of the October No. of this valuable Farm Journal. We are rejoiced that its publisher design keeping it up, and the present issue shows the fact and industry with which it is conducted. Let farmers subscribe to it generally, and profit will be made by the publisher, and the planter with what is abundant. The price is only \$1. address A. M. Gorman, Raleigh, N. C.

Those persons who are in the habit of sending us letters, or notices of some kind, or proposing to say in Jewelry and Fashion Literature, might as well save the post stamps which they throw away. We never publish anything of the sort upon such terms. We know them, by the staff they propose to pay in.

Change of Time. It will be perceived on reference to the Schedule of the W. N. C. R. R., published in another place, that the running of the trains between Statesville and Salisbury, was changed on the 7th instant. Going west the cars will arrive to Statesville at 9: 25 A. M., stopping 10 minutes. Returning east the train will arrive to Statesville at 2: 45 P. M., stopping 10 minutes.

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The Standard and Gov. Foote. The Raleigh Standard objects to Gov. Foote shouting for Douglas; for says the Standard, "he will do him more harm than good." Now suppose in return, that Foote would object to the Standard, for a similar reason? Wouldn't it be funny? If we are correct in recollection, when Douglas and Lincoln were canvassing in Illinois, the Standard uttered terrible maledictions against the "Little Giant!" But circumstances alter cases, we have heard it stated.

Rail Road Meetings. There will be a Rail Road Meeting at Mt. Mourne, on Thursday, the 20th of October, and at Davidson College on Saturday, the 22d of October, instant. Several able Speeches and a good time generally, may be expected. The public is invited to attend.

The New Trial. In our hurry last week we neglected to mention, that Obadiah Christmas, confined in the jail at this place for a murder committed in Granville in February 1858, was not tried at our recent Superior Court, in consequence of the absence of Tillotson, a material witness on the part of the State. It will be recollected that Christmas was tried and convicted at the March term, but took an appeal to the Supreme Court, which ordered a new trial.—The case now of course stands over to the next March term.—Hillsboro' Record.

Iredell can beat the world for large Apples and pretty Girls.—Iredell Express.

We don't know about the large Apples, but we agree with you about the pretty girls; 'em only pretty but good. We have tried 'em and speak knowingly.—Nebbers Progress.

Unity Leads to Success!

It is much to be regretted that in all important undertakings, every body cannot or will not see alike; that there are those who will, in spite of the broadest principles of truth and the strongest signs of common sense, persist in their opposition to anything which does not originate with themselves, or which might be calculated to benefit their neighbors equally with themselves. Such a spirit is much to be regretted wherever it is found, as it is, so the possession of the good, but must militate against the welfare of the community at large. In all public undertakings, whatever will benefit a few will, equally, advance the interests of all, as, for instance, the building of Railroads, establishing institutions of learning, &c. &c. For in the hands of matter, in the world to make some people believe it, and give their aid and co-operation. Some men there are, who, when they must know and are convinced that the accomplishment of a certain public work will advance their interest ten-fold, will nevertheless, refuse their aid and co-operation, leaving that others, more public spirited, will do for them what they refuse to do for themselves. This, to say the least of it, is depending too much upon others, and a great injury to progressive industry as now required in the world. What ever is for the benefit of all, that should ever make a community aid in doing and not one lag behind. In union there is strength, a truth not to be controverted. We leave the reader to make the application.

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Communications.

MR. EDITOR: I am truly gratified to see that a decided movement has been made to connect Statesville, by Railway, with Charlotte.

This is the natural channel and direction of the products and trade of our upper counties. No Railroad would so much rebound to the prosperity of Iredell county and all the counties lying north of us. Charlotte, besides being the natural direction of our products to southern markets, is the point at which goods are delivered more cheaply than at any other in Western North Carolina. It has the advantage of cheap freights in every direction, especially from Charleston, and will soon be the natural direction of our products to southern markets, is the point at which goods are delivered more cheaply than at any other in Western North Carolina. It has the advantage of cheap freights in every direction, especially from Charleston, and will soon be the natural direction of our products to southern markets, is the point at which goods are delivered more cheaply than at any other in Western North Carolina.

I am informed that salt is now delivered in Charlotte, at 60 cents per sack from Charleston, molasses at \$2 per barrel, and by the hoghead, at \$7 from the same place, while these articles cost us for only 45 miles distant nearly as much as these freights. How is this? It should be well to be axed with such freights. Mr. Fisher has recently advanced the freight on salt 5 cents per sack. Cannot our wagons haul it as back loading at 40 cents and save something to our merchants and farmers?

I learn also that all the products of the country which are purchased at Charlotte—such as wheat, corn, flour, beef, bacon, whiskey and brandy, command higher prices there, and find better markets south, and cheaper freights, than at any other market in North Carolina? Is it not, then, of the utmost importance for the farmers and merchants to have this railroad connection? Our produce can then be transported to Charlotte as cheap as it is now taken to Salisbury, and find better markets—giving all this profit as clear gain to the farmers.

Statesville merchants can then afford to give good prices for produce of all kinds, because it will be the point at which the competition will be the greatest with all the railroads. It will then have cheap freights and good markets, and the amount saved to the farmer, or retail country, from these causes will be more than \$20,000 annually—equal to double our State taxes. These same causes will extend in a great degree to Wilkes, Alexander, Caldwell, Surry, Ashe and other counties—giving much wealth and prosperity to Western North Carolina.

The products of these counties will generally find a market at Statesville, or can be shipped to Charlotte, Wilmington, Charleston or elsewhere. Why then should their citizens not come up and aid in building this most important road. Ten Thousand Dollars from the county of this road would produce more than the road beyond all doubt. But, Mr. Editor, we have only about three months to secure the charter and let contracts for a portion of the work. Let us then work, and that speedily. I learn that Old Mecklenburg is rising in her strength. Let us all work together.

MESSRS. EDITORS:—The public mind appears, in some degree, to be waking up to the importance of connecting a Rail Road from Charlotte to this place, with a view to its ultimate extension to the far West. For the purpose of fostering and encouraging this enterprise the Legislature of this State has granted a liberal Charter. This improvement will prove a tide of prosperity into the bosom of this county, that will tend to develop her resources, and enrich her population. "There is a tide in the affairs of men, which, when taken at the fountain leads into fortune."—There is such a tide now rolling by the people of Mecklenburg and the upper counties of North Carolina, that will tend to develop her resources, and enrich her population. "There is a tide in the affairs of men, which, when taken at the fountain leads into fortune."—There is such a tide now rolling by the people of Mecklenburg and the upper counties of North Carolina, that will tend to develop her resources, and enrich her population.

It is thought, however, by men of large experience in the management of Railroads, that the Stock in this Road will be profitable. In consequence of the country being so level, and the streams of water so few, the expense of the Road will be small. The small town of Charlotte and Statesville; and the expense of keeping the Road in a good condition when built, will be comparatively nothing.

If this Road which is now in contemplation, should be of the same gauge with that of the Charlotte and Columbia Road, the same cars might run on both, at least until the road would be extended beyond this place. If this should be done, there is no good reason why the Stock might not be profitable from the beginning. For the Stock on the Charlotte and Columbia Road is now paying a good dividend. And should the same cars run to Statesville, it would increase the dividends on both Roads. The interest of these two Companies is so closely connected with the success of this scheme, that every citizen ought immediately to come forward, put his shoulder to the wheel, and push it through.

Statesville and Charlotte Rail Road. MESSRS. EDITORS:—Does not every intelligent observer believe that the counties of Iredell, Alexander, Wilkes, Caldwell, Ashe, Watauga, Yadkin and Surry, the industry of the farmers is checked and their enterprise dispirited by the impediments they encounter in finding a suitable market for their produce? Is it not the current belief and a subject of common remark, that the productions of these counties are peculiarly adapted for consumption in the South, and are there in the greatest demand? Does any one doubt that the surplus produce of the soil in these counties might be increased ten-fold, if the energy of the farmers was stimulated by a certain prospect of a profitable interchange of their commodities? With such an amelioration of condition as would be made by improved enterprise, increased production and a convenient market, the citizens of these counties would be satisfied with their products and would soon exhibit the evidence of their moral, social and physical progress.

Is not the proposed railroad from Charlotte to Statesville, the first section of a road that would supply to the people of these counties the means of the most ready access to their best market? The construction of this section would be to them an achievement of immense value. To the people of Iredell it would be all they could reasonably require. Why then do they not with greater unanimity and zeal proffer their aid? They know the cost of the construction would be greatly lessened by the advantages of it and the expense would be far below that of the Central and the Western roads. They know that the interest of individual stockholders and the improved enterprise in the building railroads would probably effect the completion of this road with the greatest possible economy. They must believe that the transportation on the road would be sufficient to insure a profit to the Stockholders. They must know that such an opportunity to advance their own natural interests and that of their neighbors never before was offered and perhaps will never be again. This occasion must be embraced to give to Old Iredell an onward impetus in a career of prosperity or her people must incur the curse of an absolute indifference to progress; they must ignore all sympathy with the spirit of the time; and cherish the gloomy prospect of their daying fortunes. They must learn to be satisfied with meagre profits, unavailing labor, and a hopeless future. They must still all the spiritless enterprises they ever felt. They must study to be pleased with the inactivity and poverty of their neighbors, and repudiate all regard for the good of their fellow men and the general welfare of the community in which they live.

The people of Iredell are requested deliberately to reflect on this subject. If they will do this, their intelligence will soon assure them that they have a very important stake in this matter. They will understand that by inaction an advantage might be lost that can never be retrieved.

A BOLD OPERATOR.—Some time ago a Captain Hays purchased the brig Ellenita, from Mr. M. S. Morrison of this city, for \$800. He paid nearly \$500 of the purchase money, and then had the brig placed upon the ways of Mr. Titchner where she was thoroughly overhauled and repaired. Finding his indebtedness pressing upon him, and that the brig was about to be libelled, he applied to eminent counsel in this city, by whose exertions the libel was stayed off for two weeks.—about half-past two o'clock on Monday morning, the Ellenita got under way and sailed from this port, leaving all her debts unpaid and without taking out a clearance, or being in possession of a single paper. Yesterday the steam tug Martin White was sent in pursuit; but returned in the evening without being able to see on head of the brig. We learn that the following parties have been swindled by Captain Hays; Mr. Morrison, \$800; Mr. Titchner, \$250; ship carpenters, \$800; victualers and grocers, \$1200; vegetable dealers, \$300; a gentleman, for borrowed money, \$300; legal advice, \$100; a bill which his lawyer promised to pay, \$114; money borrowed from his lawyer, \$80; plumbers, \$50; and a multitude of other liabilities of less note, making in all about \$4000. The fellow also managed to swindle Mr. Morrison out of some forty tons of beans. It is supposed by those who seem to be best informed, that he will steer for Tahiti, where he will lay in a cargo of oranges for the Sydney market.—San Francisco Herald.

Pious Thieves.—An Abolition Outrage. It is known to his friends, says the Memphis Appeal, that Col. M. Hill, of this city, with his family, spent the greater part of the past summer at the North. His family were accompanied by a likely negro girl in the capacity of a servant, and her presence among the "shriekers" of course excited their jealousy, and with it, the disposition to steal something. While the family were sojourning at Saratoga Springs recently, the girl was either persuaded or stolen away from her master, since which time Mr. Hill has known nothing of her whereabouts. It is a remarkable fact that the said girl was stolen from Col. Hill by the Abolitionists of Buffalo about five years since. After the severest sufferings she made her way to her master again