

of the insect upon the head of the Signor soon became a portion of the general amusement for the passengers, the buzzing of the wasp producing as much fun as any of the wizard's wonderful feats.

During all this time, the features of the stranger remained placid, though his brilliant black eyes flashed, and gave evidence of no small amount of mischief lurking within. The ventriloquist having failed to affect the stranger, resolved to try again, apparently determined not only to bring down the boat, but to bring down the stranger also.

Signor (stepping up to the young stranger.)—Come, friend, sing us a good song; won't you? Don't be so quiet.

Without further remark, the Signor commenced his wonderful ventriloquist singing powers by singing a favorite air, with a chorus of "Ri, lo! lo! lo! &c.," each note of which appeared to come from the mouth of the young stranger. So complete was the illusion, that the stranger received shouts of applause at its conclusion, and notwithstanding the stranger's positive denial of singing a single word, the passengers insisted it was well done. During the singing, the Signor was again patronized with the buzzing in his ear of that indistinguishable wasp, and seemed utterly unable to free himself from the pertinacious insect.

"Now," remarked the stranger, "as you insist I have been singing a song, though entirely unconscious of the act myself, I think it but fair that Blitz should favor us with a song in return."

At the sound of Blitz's name, all were on the *qui vive*; and now, as the character of the inveterate joker was understood, the party insisted upon a song.

Blitz (earnestly.)—I tell you gentlemen, I am no singer, never sang a song in my life, except ventriloqually.

A Voice.—That's a whopper?

Blitz (looking around.)—Who spoke; who says I can sing?

A Voice (gruffly.)—"I do."

Notwithstanding all efforts to find the speaker, he was *non est*, and the bystanders supposed the voice a trick of the Signor's.

A Voice (apparently from the Signor, who was again annoyed with the buzzing of the wasp.)—"I'll sing—I'll sing."

Blitz.—Gentlemen, I did not speak; I cannot sing; there must be a ventriloquist here!

A Voice (apparently the Signor's.)—"Should avoid acquaintance be forgone."

Passengers.—O good heavens don't sing that!

Blitz.—I am not singing, gentlemen; this is a trick—a ruse; there's—

The song and remarks of the Signor were interrupted by another attack of the wasp, and the passengers were laughing immoderately at the efforts of the Signor to keep off the stinging, buzzing, intruding insect.

Signor.—Gentlemen, let me explain; there is another ventriloquist here. I am sure of it, and think this stranger, our friend, must be the man!

Passenger (addressing the stranger.)—"Are you a ventriloquist?"

Stranger (blandly.)—"When at home, I am!"

Blitz (staring at the young stranger.)—"And your name is—"

Stranger (smiling.)—"WYMAN, the wizard and ventriloquist!"

Blitz.—And the confounded wasp was nothing more nor less than—

Stranger (interrupting.)—"Wyman, the ventriloquist!"

The two wizards shook hands heartily, while the passengers enjoyed a laugh which fairly shook the boat from stem to stern, and for the balance of the trip there was no end to fun. The boat was stopped by Blitz, started by Wyman; Blitz got up a false alarm of fire, and Wyman burst the boiler, to the holy horror of several old maids. Blitz bolted whole potatoes at the table. Wyman stowed away chickens, alive and kicking. Blitz had a dozen waiters constantly bringing the frozen dishes. Wyman had dogs and cats under the table; and, between them both, the splendid steamer, "Goddess of Liberty," was completely turned into an immense stage, with the "Comedy of Errors" upon it for the amusement of the three hundred passengers.

Both wizards have since become intimately acquainted; and they have many a hearty laugh at the fun created on the Mississippi by the rival ventriloquists.

Wil, Char. & Ruth Railroad.

The annual meeting of the Stockholders in the Wilmington, Charlotte and Rutherford Railroad Company was held in this place on Friday last. Dr. H. H. Robinson, of Bladen, presided, and S. W. Davis and D. S. Cowan, Esqs., acted as Secretaries. 16,855 Shares of stock were represented in person and by proxy.

The Reports of the President, Treasurer, and Engineer, were read. From these documents we learn that 13 miles of the Road have been completed, and that the first section of 25 miles will be completed by the first of December next.

The former Board of Directors was re-elected, viz: H. W. Guion of Lincoln; R. H. Cowan, Thos. D. Meares, A. H. Van Bokklyn, of Wilmington; Jno. A. McDowell, Bladen; R. S. French, Robeson; Walter L. Steele, Richmond; S. W. Cole, Anson; S. H. Walker, Edgecombe; S. W. Davis, Mecklenburg; C. C. Henderson, Lincoln; G. Dickson, Cleveland; A. G. Logan, Rutherford.

At a subsequent meeting of the Board, the old officers were re-elected—H. W. Guion, President; D. S. Cowan, Secy., and Treasurer for the Eastern Division; J. A. McBe, Treas. for the Western Division; and John C. McRae, Chief Engineer.

A resolution was proposed in the meeting of stockholders, authorizing the Company to subscribe \$25,000 to the projected Railroad from Charlotte to Statesville, but the meeting deemed it inexpedient to pass such a resolution at this time, and it was therefore laid on the table. We learn that the Board resolved to employ a large force so as to complete the Road from here to Wilmington within the next two years, as well as to have fifty miles of it finished from this place to the west.—*Chr. Democrat.*

The question "why printers did not succeed as well as brewers" was answered: Because they work for the head and brewers for the stomach, and where 20 men have stomachs one has brains.

Arctic Exploration.
(From the London Times, of September 23.)

The Fox sloop discovery vessel, (Captain McClintock,) which was sent to the Arctic regions at the expense of Lady Franklin, to discover traces of the missing expedition, arrived off the Isle of Wight on Wednesday, the 21st.

It will be remembered that the Fox effected her escape out of the main pack in Davis' Straits, in latitude 63° 3' N., on the 25th of April, 1858, after a winter's ice drift of 1,194 geographical miles.

On the 8th of May our voyage was recommenced, God-haven and Upernivik visited, Melville Bay entered early in June, and crossed to Cape York by the 26th. Here some natives were communicated with; they immediately recognised Mr. Peterson, our interpreter, formerly known to them in the Grinnell expedition under Dr. Kane. In reply to our inquiries for the Esquimaux dog driver Hans, left behind from the Advance in 1858, they told us that he was residing at Whale Sound.

It was not until the 27th of July that we reached Pond's Inlet, owing to a most unusual prevalence of ice in the northern portion of Baffin's Bay, and which rendered our progress since leaving Holstenborg one of increasing struggle. Without steam power we could have done nothing. Here only one old woman and a boy were found, but they served to pilot us up the inlet for twenty-five miles, when we arrived at their village. For about a week we were in constant and most interesting communication with these friendly people. Briefly, the information obtained from them was that nothing whatever respecting the Franklin expedition had come to their knowledge, nor had any wrecks within the last twenty or thirty years reached their shores.

The remains of three wrecked ships are known to them. Two of these appear to have been the whalers Dexterity and Aurora, wrecked in August, 1821, some seventy or eighty miles southward of Pond's Inlet. The third vessel, now almost buried in the sand, lies a few miles east of Cape Hay.—This people communicate over land every winter with the tribes at Igloolik; they all knew of Parry's ships having wintered there in 1822-3, and had heard of late years of Dr. Rea's visit to Repulse Bay, describing his boats as similar to our whale boat, and his party as living in tents, within snow-houses, smoking pipes, shooting reindeer, &c. None died. They remained there only one winter. No rumor of the lost expedition has reached them. Within Pond's Inlet the natives told us the ice decays away every year, but so long as any remains whatsoe'er.

On the 9th of September we passed through Bellot Strait without obstruction, and secured the ship to fixed ice across its western outlet.

Our wintering position was at the east entrance of Bellot Strait, in a snug harbor. Although vegetation was tolerably abundant, and our two Esquimaux hunters, Mr. Petersen, and several sportsmen constantly on the alert, yet the resources of the country during eleven and a half months only yielded us eight reindeer, two bears, eighteen seal, and a few water-fowl and ptarmigan.

The winter was unusually cold and stormy. Arrangements were completed during the winter for carrying out our intended plan of search. I felt it to be my duty personally to visit Marshall Island, and in so doing proposed to complete the circuit of King William's Island.

I was accompanied by Mr. Petersen, our interpreter, and Alex. Thompson, quartermaster. We had with us two sledges drawn by dogs. On the 28th of February, when near Cape Victoria, we had the good fortune to meet a small party of natives, and were subsequently visited by about forty-five individuals. For four days we remained in communication with them, obtaining many relics, and the information that several years ago a ship was crushed by the ice off the north shore, for King William's Island, but that all her people landed safely, and went away to the Great Fish River, where they died. This tribe was well supplied with wood, obtained, they said, from a boat left by the white men on the Great River.

We reached our vessel after twenty-five days' absence, in good health, but somewhat reduced by sharp marching, and the unusually severe weather to which we had been exposed. For several days after starting, the mercury continued frozen.

On the 22d of April our long-projected spring journeys were commenced. Lieut. Hobson accompanied me as far as Cape Victoria. Each of us had a sledge drawn by four men, and an auxiliary sledge drawn by six dogs. This was all the force we could muster.

Before separating we saw two Esquimaux families living out upon the ice in snow-huts. From them we learned that a second ship had been seen off King William's Island, and that she drifted ashore in the fall of the same year. From this they had obtained a vast deal of wood and iron. I now gave Lieut. Hobson directions to search for the wreck, and to follow up any traces he might find upon King William's Island.

Accompanied by my own party and Mr. Petersen, I marched along the east shore of King William's Island, occasionally passing deserted snow-huts, but without meeting natives till the 8th of May, when off Cape Norton, we arrived at a snow village containing about thirty inhabitants.—They gathered about us without the slightest appearance of fear of shy-

ness, although none had ever seen living white people before. They were most willing to communicate all their knowledge and barter all their goods, but would have stolen everything had they not been very closely watched. Many more relics of our countrymen were obtained; we could not carry away all we might have purchased.—They pointed to the inlet we had crossed the day before, and told us that one day's march up it, and thence four days overlaid, brought them to the wreck. None of these people had been there since 1857-58, at which time they said but little remained, their countrymen having carried away almost everything.

Most of our information was received from an intelligent old woman. She said it was in the fall of the year that the ship was forced ashore. Many of the white men dropped by the way as they went towards the Great River; but this was only known to them in the winter following, when their bodies were discovered. They all assured us that we would find natives upon the south shore, at the Great River, and some few at the wreck; but unfortunately this was not the case. Only one family was met with off Point Booth, and none at Montreal Island, or any place subsequently visited.

Re-crossing the Strait to King William's Island, we continued the examination of southern shore without success until the 24th of May, when, about ten miles eastward of Cape Herschel, a bleached skeleton was found, around which lay fragments of European clothing. Upon carefully removing the snow a small pocket-book was found, containing a few letters. These, although much decayed, may yet be deciphered. Judging from the remains of his dress, this unfortunate man was a steward or officer's servant, and his position exactly verified the Esquimaux's assertion—that they dropped as they walked along.

After parting from me at Cape Victoria, on the 28th of April, Lieut. Hobson made for Cape Felix. At a short distance westward of it he found a very large cairn, and close to it three small tents, with blankets, old clothes and other relics of a shooting or a magnetic station; but although the cairn was dug under, and a trench dug all around it at a distance of ten feet, no record was discovered. A piece of blank paper, folded up, was found in the cairn, two broken bottles, which may have contained records, lay beside it among stones which had fallen from off the top. The most interesting of the articles discovered here, including a boat's ensign, were brought away by Mr. Hobson.

On the 6th of May Lieut. Hobson pitched his tent beside a large cairn upon Point Victory. Lying among some loose stones which had fallen from the top of this cairn was found a small tin case containing a record, the substance of which is briefly as follows:

"This cairn was built by the Franklin expedition, upon the assumed site of Sir James Ross's pillar which had not been found. The Erebus and Terror spent their first winter at Beechy Island, after having ascended Wellington Channel to lat. 77 deg. N., and returned by the west side of Cornwallis Island. On the 12th of September, 1846, they were beset in lat. 70.05 N., and long. 98.23 W. Sir J. Franklin died on the 11th of June, 1857. On the 22d of April, 1848, the ships were abandoned five leagues to the N. W. of Point Victory, and the survivors, one hundred and five in number, landed here under the command of Capt. Crozier."

This paper was dated April 25, 1848, and upon the following day they intended to start for the Great Fish River. The total loss by deaths in the expedition up to this date was nine officers and fifteen men.

A vast quantity of clothing and stores of all sorts lay strewn about, as if here every article was thrown away which could possibly be dispensed with; pickaxes, shovels, boots, cooking utensils, iron work, rope, blocks, canvases, a dip circle, a sextant engraved "Frederic Hornby, R. N.," a small medicine chest, oars, &c.

A few miles southward, across Back Bay, a second record was found, having been deposited by Lieut. Gore and M. des Vaux in May 1847. It afforded no additional information.

Soon after leaving Cape Herschel the traces of natives became less numerous and less recent, and after rounding the west point of the island they ceased altogether. This shore is extremely low, and almost utterly destitute of vegetation. Numerous banks of shingle and low islets lie off it, and beyond these Victoria Strait is covered with heavy and impenetrable packed ice.

When in latitude 69 deg. 09' N., and long. 99 deg. 27' W., we came to a large boat, discovered by Lieutenant Hobson a few days previously, as his notice informed me. It appears that this boat had been intended for the ascent of the Fish River, but was abandoned apparently upon a return journey to the ships, the sledge upon which she was mounted being pointed in that direction. A large quantity of clothing was found within her, also two human skeletons. One of these lay in the after part of the boat, under a pile of clothing; the other, which was much more disturbed, probably by animals, was found in the bow.—Five pocket watches, a quantity of silver spoons and forks, and a few religious books were also found, but no journals, pocket-books, or even names upon any articles of clothing. Two double-barrelled guns stood upright against the boat's side precisely as they had been placed eleven years before. One barrel of each was loaded and cocked; there was ammunition in abundance, also thirty or forty pounds of chocolate, some tea and tobacco.

Fuel was not wanting; a drift tree lay within one hundred yards of the boat. Many very interesting relics were brought away by Lieutenant Hobson, and some few by myself.

On the 5th of June I reached Point Victory without having found anything further. The clothing &c. was again examined for documents, note books, &c. without success—a record placed in the cairn, and another buried ten feet true north of it.

The shore of King William's Island, between its north and west extremes, Cape Felix and Crozier, has not been visited by the Esquimaux since the abandonment of the Erebus and Terror, as the cairns and articles lying strewn about, which are in their eyes of priceless value, remain untouched. If the wreck still remains visible it is probably she lies upon some of the off-lying islets to the southward, between Capes Crozier and Herschel.

On the 28th of June Capt. Young and his party returned, having completed their portion of the search, by which the insularity of Prince of Wales's Land was determined, and the coast line intervening between the extreme points reached by Lieuts. Osborne and Browne discovered; also, between Bellot Strait and Sir James Ross's furthest in 1849 at Four River Bay.

Fearing that his provisions might not last out the requisite period, Capt. Young sent back four of his men, and forty days journeyed on through fogs and gales with but one man and the dogs, building a snow-hut each night. But few men could stand so long a continuance of labor and privation, and its effect upon Capt. Young was painfully evident.

Lieut. Hobson was unable to stand without assistance upon his return on board. He was not in good health when he commenced his long journey, and the sudden severe exposure brought on a serious attack of scurvy; yet he also most ably completed his work; and such facts will more clearly evince the unflinching spirit with which the object of our voyage has been pursued in these detached duties than any praise of mine.

We were now at length all on board again. As there were some slight cases of scurvy, all our "treasured" resources of Burton ale, lemon juice, fresh animal food were put into requisition; so that, in a comparatively short time, all were restored to sound health.

During our sojourn in Port Kennedy we were twice called upon to follow a shipmate to the grave. Mr. Geo. Brands, engineer, died of apoplexy on the 6th of November, 1858. He had been out deer shooting several hours that day, and appeared in excellent health. On the 14th of June, 1859, Thomas Blackwell, ship's steward, died of scurvy. This man had served in two of the former searching expeditions.

The summer proved a warm one. We were able to start upon our homeward voyage on the 9th of August.

From all that can be gleaned from the record paper, and the evidence afforded by the boat, and various articles of clothing and equipment discovered, it appears that the abandonment of the Erebus and Terror had been deliberately arranged, and every effort exerted during the third winter to render the travelling equipments complete. It is much to be apprehended that disease had greatly reduced the strength of all on board, far more perhaps than they themselves were aware of. The distance, by sledge route, from the ships when abandoned, to the boat, is 65 geographical miles. The most perfect order seems to have existed throughout.

This report would be incomplete did I not mention the obligations I have been laid under to the companions of my voyage, both officers and men, by their zealous and unvarying support throughout. A feeling of entire devotion to the cause which Lady Franklin has so nobly sustained, and a firm determination to effect all that man could do, seems to have supported them through every difficulty. With less of this enthusiastic spirit and cheerful obedience to every command, our small number (twenty-three in all) would not have sufficed for the successful performance of so great a work.

F. I. MCCLINTOCK, Cap. R. N.

Com. Final Searching Expedition.

Yacht Fox, R.Y.S., off the Isle of Wight, Sept. 21, 1859.

[Here follows a long account, filling two columns, of the many articles discovered, consisting of clothing, books, pocket-knives, silver spoons and forks, &c. &c. Some of these bear Sir John Franklin's initials and crest; others the initials of other officers and men.]

COMMUNICATION.

To all Whom it may Concern.

Be it known that the Officers of the Irredell County Temperance Society are a standing Committee, to search out and report any of its members who are not living strictly up to the pledge, we know there are many who are not aware of this, as they do not meet with us. All we have to say to them is, we would be glad if they would be so kind as to make known to some of our community, just what you intend to do,—if you resolve to stay with us, say so,—if not, say so. We are often reproached with holding members on our list of names, but we hope there are but few such, and we would be glad if there was not one in all our beloved America. Now, friends, think sincerely of this matter, and come, and relieve us of a task which has been so long delayed with us. We can tell you, it is a painful duty, but like all other duties, it must be discharged. We hope it will give no offence as it is done, on our part with a kind, Christian feeling.

Robert Boyd, Concord;
John C. Montgomery, Fifth Creek;
Wm. S. Houpp, Baldony;
J. H. Scroggs, Trinity Committee.

The Charleston papers announce the death of Gen. Samuel Cruikshank, which occurred last week in Baltimore. His remains were brought to Charleston on Sunday morning last, and his funeral took place with military honors on yesterday.

Irredell Express.

EUGENE B. BRAKE & SON,
EDITORS AND PROPRIETORS.

STATESVILLE,
Friday, Oct. 28, 1859.

Our Terms.

THE "IRREDELL EXPRESS" is published upon the following terms, from which there will be no deviation. Subscribers therefore will govern themselves accordingly.

1 copy one year, if paid in advance, \$2 00;
If paid within 3 months, 2 50;
If paid within 6 months, 3 00;
If not paid till the end of the subscription year, 5 00.

The Insurrection in Virginia.

The public mind was startled the past week by intelligence of an out-break and insurrection at Harper's Ferry, Va. led on and headed by Abolitionists, which took place on Sunday night the 17th instant by seizing on the U. S. Army, Arsenal, and other Government property, and stopping the trains on the Baltimore and Ohio Railroad. Below we furnish such items concerning this outrage as our exchanges afford. It seems the most prompt measures were adopted by the President, and Governors of Maryland and Virginia, to suppress and punish the miscreants concerned in this most diabolical affair.

Baltimore, Oct. 18th.

The troops reached Harper's Ferry about day light, and called upon the insurgents to surrender. This demand was refused, and the marines forced the door of the armory under a heavy fire from the insurgents, which was returned by the marines, who forced an entrance at the point of the bayonet. In a few moments the conflict was over. All the living insurgents were captured. The volunteers tried to shoot them, but were prevented.

Osawatimie Brown, of Kansas notoriety, with his son, were both shot, the latter dead, and the former living. He talks freely, and says the whole object was to free the slaves.

Anderson of Connecticut, another of the leaders is killed. Three marines and several State troops were shot.

Among those murdered by the insurgents are several of the first men of that section of the State.

It is feared the insurrection has many ramifications. The population are much excited and insist that the prisoners should be tried by drum-head court martial.

Washington, Oct. 18.

A company of mounted men, under the authority of the President, left Baltimore this afternoon to pursue the fugitive insurgents in any State or Territory of the Union. The District Attorney left here this afternoon to bring the prisoners to immediate trial.

Three hundred Virginia militia arrived here from Richmond this evening, but found orders to return, their services not being at all needed. The most energetic measures are on foot to ferret out and capture all parties involved in the insurrection.

Quiet is restored.

Baltimore, Oct. 19.

The dying confession of some of the insurgents states that Osawatimie Brown and some others concocted the affair a month ago, and hired a firm in the vicinity of Harper's Ferry, having gathered around him several impoverished Kansas discontents and fanatics. A plan was laid to seize the armory, hoping thus to induce a concentration of slaves in the neighboring counties of Virginia and Maryland, and ignite a general and wide spread insurrection.

It was stated on Sunday, that the insurgents would be reinforced by fifteen hundred men. Many citizens and government employees were arrested on Saturday night, by armed squads of blacks and whites, who spread the alarm, causing the assembling of armed citizens and military in the neighboring towns. This movement alarming the negroes who may have intended joining the insurgents.

The Railroad companies afforded every facility for the transportation of the troops, and before the rioters were aware of it, every outlet of the town was guarded, and the insurrectionists completely penned up.

Previous to this movement, a portion of the Abolitionists had effected a concentration among the negroes of the neighboring farms, forcing them away against their will.

About dusk on Monday night, the local military simultaneously attacked the town from four different points, and drove the insurgents into the armory enclosure for refuge. The conflict continued until Saturday night, by armed squads of blacks and whites, who spread the alarm, causing the assembling of armed citizens and military in the neighboring towns. This movement alarming the negroes who may have intended joining the insurgents.

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Home made Molasses.

We have received from Mr. B. J. R. Summers a gallon of very superior Molasses, and a sample of three hundred gallons which Mr. Summers has boiled from the juice of the cane this season, which is only a portion of his crop. We pronounce it equal to the best Louisiana plantation, which sells in the neighborhood for 75 cents a gallon, but Mr. S. will sell his for less.

We would here state that Mr. Summers purchased of us a double geared cane crusher, the best in use, and it presses the juice four times more rapidly than any other of the crusher, with which he is much pleased.

Mr. L. W. Morrison has brought us a half bushel of sweet potatoes, the largest we have seen; three of them weighed 123 pounds. Who can beat that? Send them along for weight and measurement, a half bushel at a time if you like, more or less.

Sugar at Cargo Prices.

We are requested to call attention to the cargo of 158 hds. of sugar which is offered for sale by Messrs. Harris & Howell, of Wilmington. Let apocryphal merchants send them their orders.

Also, we invite attention to other arrangements in the Express, all of which speak for themselves.

Tickets to the Fairs.

We tender thanks to the Secretaries for tickets to the Fairs which are to be held at Newbern and Charlotte, respectively, this month.

Rail Road Meeting at Concord Church.

There will be a Rail Road Meeting held at CONCORD CHURCH, Irredell county, on FRIDAY of the present week, 28th October, to which the public are invited. Several fine Speeches will be delivered.

\$18,000 at Davidson College.

At Davidson College the sum of \$18,000 has been subscribed for stock in the Statesville and Charlotte Rail Road.

Rail Road Convention to be held at Olin.

We have been requested to announce that the citizens in the upper portion of Irredell county have resolved to hold a Rail Road Convention at OLIN on Saturday, the 28th November next, for the purpose of talking stock in the Atlantic, Tenn. & Ohio R. R. and likewise learn that similar meetings will be held at Hamptonville and Mt. Airy, but we are not advised of the time.

From Mr. Jas. F. Harbin we have received some very large potatoes.

Mr. R. H. Morrison has brought us a very rare vegetable which he calls Potatoe-Paradise, and is near the size of a potatoe, and is said to be "nice eating," when well served.

Dr. KINION, and not Dr. KINION, as is frequently stated in last issue, will deliver the address before the I. C. B. S. at Olin, Nov. 7th.

to impart it to you without delay. I have discovered the existence of a secret association, having for its object a liberation of the slaves of the South by general insurrection. The leader of this movement is old John Brown, late of Kansas, who has been to Canada during the past winter drilling negroes, and is only waiting his word to start for the South and assist the slaves. They have one of their leaders, a white man, in an oak key in Maryland, although where it is situated I am unable to learn. As soon as every thing is ready, a number of negroes who are now in the Northern States and Canada will start South, in small detachments, to their rendezvous, which is in the mountains of Virginia, and will pass down Pennsylvania and Maryland, and enter Virginia at Harper's Ferry.

Brown left the North three or four weeks ago, and will arm the negroes and strike a blow in a few weeks, so that whatever is done to put a stop to their proceedings, must be done at once. They have a large quantity of arms at their rendezvous, and are probably distributing them already. I am not at all in their confidence, and this is all the information I can give you. I dare not sign my name to this, but trust you will regard the warning on this account."

All the ring leaders, excepting one or two, have been killed or captured, and are now in the hands of the authorities of Virginia. Their fate will be the gallows.

Why Stand Back?

We think those persons who appear backward and lukewarm about subscribing for stock in the Charlotte and Statesville Rail Road, as we will call it, stand much in their own light, and should the road be not built for the lack of their aid, they will feel regret hereafter, when it will be too late to profit by a great work they will have let pass. We have alluded to this subject so often, that we feel a delicacy in approaching it again, lest it might be thought officious in us to urge upon others what they ought to understand for themselves; but the case seems to us so important for the welfare of this section, so well calculated to benefit a large portion of the State, that we cannot get our consent to remain indifferent and silent while there is a moment of time left to advocate the road and secure the charter. We have not yet heard a single dissenting voice, in this section, against the importance of building the road, but while all admit this, we fully regret that so few are willing to step forth and manifest a willingness to aid in the work, by subscribing for stock according to their known ability. But, perhaps, they are only waiting to see if something will not turn up, and the road be built without their aid. This, to say the least, is a dangerous experiment, and may prove fatal to the enterprise. Their indifference may cool the ardor of others, and so the work never be commenced. In our opinion, which is supported by the experience of thousands where railroads have been made, persons owning property on the line of this road and within ten and fifteen miles of it, would if they were to subscribe for stock to the amount of one-half their possessions, and the other moiety raised to a greater value than the whole is now worth, immediately upon the completion of the road, and their stock would not have cost them a cent. There is no doubt of this fact. But this would be the least benefit people would derive from the road; the advantages for reaching the best markets, by a short route, would confer a tenfold value in disposing of the products of the country.

Public Taxes for 1860.

The Comptroller of the State has published his report of the Public Taxes paid in the year 1859, showing an aggregate sum of \$607,813 68. The Taxes for 1858 amounted to \$577,612 76, leaving out Cherokee, Kaywood and Yancy which were not returned in time to be enrolled in the table for 1858.

The increase is \$111,805 67, or a fraction over twenty per cent.

Irredell paid \$8,586 68; Wilkes \$3,848 45; Cabarrus \$4,450 30; Alexander \$2,157 23; Yadkin \$3,854 00; Catawba \$4,998 37; Rowan \$14,409 21; Randolph \$7,121 29; Guilford \$13,028 43.

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Sugar at Cargo Prices.

We are requested to call attention to the cargo of 158 hds. of sugar which is offered for sale by Messrs. Harris & Howell, of Wilmington. Let apocryphal merchants send them their orders.

Also, we invite attention to other arrangements in the Express, all of which speak for themselves.

Tickets to the Fairs.

We tender thanks to the Secretaries for tickets to the Fairs which are to be held at Newbern and Charlotte, respectively, this month.

Rail Road Meeting at Concord Church.

There will be a Rail Road Meeting held at CONCORD CHURCH, Irredell county, on FRIDAY of the present week, 28th October, to which the public are invited. Several fine Speeches will be delivered.

\$18,000 at Davidson College.

At Davidson College the sum of \$18,000 has been subscribed for stock in the Statesville and Charlotte Rail Road.

Rail Road Convention to be held at Olin.

We have been requested to announce that the citizens in the upper portion of Irredell county have resolved to hold a Rail Road Convention at OLIN on Saturday, the 28th November next, for the purpose of talking stock in the Atlantic, Tenn. & Ohio R. R. and likewise learn that similar meetings will be held at Hamptonville and Mt. Airy, but we are not advised of the time.

From Mr. Jas. F. Harbin we have received some very large potatoes.

Mr. R. H. Morrison has brought us a very rare vegetable which he calls Potatoe-Paradise, and is near the size of a potatoe, and is said to be "nice eating," when well served.

Dr. KINION, and not Dr. KINION, as is frequently stated in last issue, will deliver the address before the I. C. B. S. at Olin, Nov. 7th.

THE PLACE TO GET YOUR MONEY BACK

S. J. RICKERT

TAKES PLEASURE IN INFORMING his Friends, Patrons and Mankind in general, that he is in Receipt of the **LARGEST and BEST STOCK** of

Confectionery, FANCY GOODS

Ever offered in Statesville.

Call and Examine his Stock, as he takes pleasure in showing his Goods.

If your Hair is falling off, or discolored in any way, or you wish to Dye your Hair, he has the article—PROF. WOODS & MRS. ALLEN'S

Hair Restorative, Dr. JAMES & WRIGHT'S HAIR DYE.

He is also Agent for Dr. JAYNE'S, SANFORD'S & AYERS

Family Medicines.

Ladies if you wish Preserves, Pickles, or Candies; Gentlemen, if you wish Presents for the LADIES; Little Boys and Girls, if you wish TOYS.

S. J. RICKERT'S is the Place to Buy them.

Wanted:

100 Dozen Eggs.
100 Bushels Good Butter.
100 Bushels Chesnut.
100 Bushels Peanuts.

For all of the above articles the highest Cash price will be paid.

Oct. 28, 1859. S. J. Rickert, 47-1/2

LOW DOWN PRICES!

For Cash!!

MY STOCK OF

GOODS

FOR THIS

Fall and Winter,

IS LARGE—And I am SELLING at

REDUCED PRICES

For Cash,

or to punctual Customers.

Call and see the Good BARGAINS.

ALL KINDS OF BARTER

taken in Exchange for Goods.

Oct. 28, 47 1/2 J. W. STOCKTON, Statesville.

Salt! Salt! Salt!

LARGE Seamless sacks of

Liverpool Salt,

Cheaper than ever before.

Oct. 28, 47 J. W. STOCKTON.

MENS' CLOTHING!

Shawls & Blankets,

of the best make—Selling rapidly.

Oct. 28, 47 J. W. STOCKTON.

SUGAR, COFFEE, MOLASSES and COTTON Yarn,

As cheap as the cheapest.

Oct. 28, 47 1/2 J. W. STOCKTON.

A CARRIAGE.

FOR SALE—a Carriage for \$100 less than cost. Also for sale, a Second-hand BUGGY.

Oct. 28, J. W. STOCKTON.

Trustee's Sale.

By virtue of a Deed of Trust to me executed by Edward H. Gray, deceased, for the purpose therein mentioned I shall sell at the late residence of said Gray, on the

18th day of November next,

a valuable Plantation

containing 252 Acres of well-improved Land, lying on the waters of Hunting Creek, adjoining land of Elijah Campbell, and others. On the premises there is a Good

Dwelling House

and all necessary Out-Buildings. Also, a quantity of **Wheat and Corn.**

Any person wishing to buy a Good Farm will do well to attend the sale.

Terms—made known at the sale.

Oct. 28, 1859. 47 1/2 A. B. F. GAITHER, Trustee.

Sugar! Sugar!

158 HDS. of MUSCOVADO, to arrive Oct. 28 at Wil. per Brig. Hon. Bradbury, and selected for the North Carolina market, and will be sold on accommodating terms. Apply to

HARRIS & HOWELL,

Oct. 28, 47-2, Wilmington, N. C.

Dissolution.

THE COPARTNERSHIP heretofore existing between Wm. C. Jenkins & Ayer is this day dissolved by mutual consent. Those indebted to the firm will please call and settle, those having claims against said firm will present them to W. L. Jenkins, who is authorized to pay them.

Oct. 25th, 1859. 2t H. W. AYER.

Having

BOUGHT out the Interest of H. W. AYER in the late firm of Jenkins & Ayer, I will continue to conduct the Blood and Shoe manufacturing business, at the old stand, and very respectfully solicit a share of the public patronage.

Oct. 25, 1859. W. L. JENKINS.

Dr. Dean & Bell,

HAVING associated themselves in the Practice of Medicine, offer their services to the public. When desired, the services of BOTH will be rendered Without extra charge.

Office—two doors west of the "Irredell Express" Office. Oct. 28, 47 1/2

HAYNE DAVIS, ATTORNEY-AT-LAW,

STATESVILLE, N. C.,

Will promptly and diligently attend to all business entrusted to his care.

Office opposite the Jail. Oct. 22, '58.