

drawn. The close of his life was clouded with sorrow, and his end was tragic. He was drowned in 1769, in the Cape Fear, while hunting.

The Cape Fear Mercury was published Oct. 13, 1767, by Adam Boyd. Its motto was "quod verum atque decens euro et rego, et vanis in hoc sum." Adam Boyd was an Englishman by birth, and a practical printer. He bought the press and type of Steuart. In 1770 he exchanged the press for the pulpit. This sketch imperfectly drawn, but whose historical accuracy may be implicitly relied on, as it is collated carefully from the most authentic sources, brings the history of the craft to the Revolution of 1776.

In a future number its history will be brought down to our own day. The Press and its Editorial corps of our State partake deeply of the character of North Carolina—quiet-loving, law-abiding, honest and intelligent. Useful vehicles of information, less attacks on private reputation rarely if ever stain their columns; no wild extravagance of doctrine or opinions marks their course. They stand among us the exponents of fraud and injustice, the vigilant sentinels of liberty, the great lovers of public improvement, and will favorably compare with that of any State in our Union.

Efforts are being made to make the next number of these sketches as perfect as possible. Those who may read this and who have received a requisition for information which they alone can give, will doubtless afford it, as the sketch is intended as a record of history free from all political bias or sect.

Beneath the rule of men
Behold the arch-enchanter's wand!
Lust! 'tis nothing;
But catching from the master's hand,
Aided by the might and all pervading PAINS,
Its power doth paralyze the Casars,
And strikes the loud earth breathless—
Take away the sword,
States can be saved without it."

TACTUS.

THE HIBERNIA'S NEWS.

Below we give the Telegraphic report of the European intelligence brought by the steamer HIBERNIA, just arrived at New York from Liverpool.

The American mail steamer Washington was to leave Southampton for New York on the 20th, the same day that the Hibernia left Liverpool. She had 150 passengers engaged, among whom are the names of the Hon. Richard Rush, late American Minister to France, and family; the Hon. Romulus M. Saunders, late Minister to Spain, and family; William H. Stiles Esq. late Charge d'Affaires to Austria; and Robert B. Flenniken late Charge d'Affaires to Denmark.

TURKEY AND RUSSIA.

There is no later news from either Constantinople or St. Petersburg, and of course we have got no solution of the difficulty between the Porte and the Russian Government. A correspondent writing from Belgrade on the 1st ultimo states that the Hungarian refugees were still at Widdin, ready to set out for the destinations they may select. They were divided into three corps—an Italian, a Hungarian and a Polish one—each camp being under the command of a colonel, and each man receiving daily rations according to his grade. Prince Alexander, of Servia, had behaved very well towards them, allowing them free passage through his territory and provinces. Bem, Dembinski, and several others had not only embraced Islamism, but entered the Turkish army.—The Porte is said to have appointed the Isle of Candia as the residence of the refugee Magyars.

FRANCE.

The deliberations of the National Assembly were almost wholly devoted to the 12th and 13th ultimo to the report of M. Thiers on the Roman question. The report is decidedly conservative and at variance with the views of the President's letter to M. Ney. The conclusions of M. Thiers are, that liberal constitutions are incompatible with the Pope's independence as temporal sovereign, and that the independent church and the rights of the people are at issue. The latter he thinks ought to give way. It is not believed that his views will be responded to by the French nation. At a subsequent Ministerial Council it was decided that the Government would follow exclusively the policy laid down in the President's letter on Roman affairs.

The High Court of Justice at Versailles commenced on the 12th ultimo, and is at present engaged in trying the persons concerned in the affair of the thirteenth of July. During its sittings several respectable demonstrations have occurred.

On the 16th ultimo an aid-de-camp from the Emperor of Russia arrived at Paris, charged with a special message to the President of the Republic.

THE GERMAN CONFEDERATION.

A treaty between Austria and Prussia was signed at Vienna on the 10th ultimo. It provides that Austria and Prussia assume the administration of the central power of the German Confederation in the name of all the Governments in the Confederation until the first of May next year.

[By the latest preceding arrival the correspondent of the Boston Atlas furnished the following information on this subject:—

FRANKFURT, October 8, 1849.—Prussia and Austria have at last agreed upon a new Central Power, but it is only to be provisional, till a permanent arrangement can be made satisfactory to all the States. It is called the Central Commission, and consists of two members, appointed by Prussia and Austria, who in case of difference, choose two other German States to appoint in like manner Commissioners as arbiters, when the latter, if they disagree, sit upon a third. This plan has not yet been ratified by the Governments on both sides, though there is no doubt it will be, with perhaps slight modifications in the details. The most important fact connected with it is that Prussia has the tacit consent of Austria to go on with the prospect of closer federal state, according to the "constitution of the three kings," words which, by the way, Hanover and Saxony have withdrawn.

The last news from Berlin is, that orders

are to be immediately issued for elections to the Diet contemplated by the Prussian project. The seat of the Central Commission is to be Frankfurt; of the Prussia-German Diet, Erfurt. Most persons, however, think Prussia's project of a federal state a sham, and a few believe anything good will come out of the Central Commission, and there is evidently a better understanding between Prussia and Austria than the length of their negotiations would lead to suppose.

Some persons think the final arrangement in Germany will be something like the following: An executive in the hands of Austria and Prussia; an Upper House, composed of ambassadors or representatives of the princes; and a Lower House, composed of Representatives of the Diets of the several States. In this manner it is supposed the princes will fulfil their promises to the people of a popular representation for Germany, though, by making it indirect, and otherwise hemming its action, they will destroy all its power and effect.]

AUSTRIA AND HUNGARY.

Gen Haynau, in his administration as Military Governor of Hungary, is charged with having murdered, under the guise of courts martial, thirteen Hungarian Generals, who laid down their arms at the close of the war. Count Bathiny, late Prime Minister of Hungary, has also been shot.

Several hundred Hungarian officers, furnished with passports from Comorn, have passed through Berlin on their way to the west.—Some are going to America. Gen. Klapka is said to be among them, and to have embraced the resolution of crossing the Atlantic with three hundred others.

Hungary is to be divided henceforth into ten districts, each to have its own Provincial Assembly, yet the deputies are to be chosen by a majority of votes of the population.

ROME.

The accounts from Rome are still unsatisfactory. The return of the Pope is yet talked about, but when he will return is still a subject of conjecture. There has been a misunderstanding between one of the Cardinals and M. De Corcelles, the Frenchman being offended at a letter he received from the Ecclesiastic, in which he complained of the number of traitors tolerated in the Eternal City. The point was referred to his Holiness, who disapproved of the Cardinal's conduct, and threw him overboard.

The brave Garibaldi has left the Island of Santa Madalena for Gibraltar, where he will sail for London and ultimately to the United States.

GREAT BRITAIN.

There is nothing important from England.—The Anti-Rent conspiracies of Ireland are extending throughout all parts of the land. The local journals are filled with accounts of arrests for abduction of crops. In the southern and in part of the northern provinces, it is said, there is a general determination on the part of the peasantry to defraud the landlords of the rents to such an extent as would seem calculated to consummate the ruin of the country.—The fearful effects of the potato blight, fever, cholera, and other diseases, by which Ireland has been distracted, seem likely to be far exceeded by calamitous results of the moral pestilence that is spreading throughout the land. A conflict attended with fatal results took place on the 13th at Kitterly, in King's county, when three police men were killed and several others severely injured.

LIVERPOOL MARKETS, OCTOBER 20.

COTTON.—The market opened on Monday at an advance of 1/4 to 1/2 over rates current at the sailing of the Europa. The Manchester market on Tuesday was very firm, and an advance was readily obtained on both goods and yarn, which fact had the effect to inspire increased confidence in the Liverpool Market, and another rise took place, and transactions in American descriptions were effected at 1/4 per lb. above the prices of the previous Saturday. Sales for the week ending the 19th were larger than on any previous occasion in Liverpool, amounting to 191,919 bales, of which speculators took 62,820, exporters 11,070. The remainder 64,800 were taken by the trade. The committee's quotations for fair Upland and Mobile are six and three-eighths to six and five-eighths per lb. Total stock in Liverpool is estimated at 137 bales against a stock at this time in 1848 of 538.

WHEATSTUFFS.—In the wheat, flour, and corn markets there has been no material change either in prices or in extent of sales. Wheat is quoted from 45s. 6d. to 45s. 9d. per 70 lbs. Western canal new flour 19s. to 21s.; Philadelphia 23s. 6d.; Baltimore 24s. and Ohio 25s. per cbl. Indian corn is in steady request at 28s. 6d. to 29s. 6d. for white of good quality, and 27s. 6d. to 28s. for yellow.

PROVISIONS.—In America cured provisions there is a healthy and rather improved trade going forward.

Accident from careless use of fire arms.—A serious injury was inflicted on a negro man in this vicinity on Saturday last, by one of these so frequent and inexcusable occurrences, the discharge of a gun which was supposed to be unloaded, and which was pointed at him and snapped in sport, by another negro boy. It went off, and the whole load of small shot, with the wadding, entered the hip of the unfortunate man, producing a horrid wound, and endangering his life. This pointing of a gun or pistol, loaded or unloaded, at another, ought to be made an indictable offence. Many lives are lost in that very way every year.

We clip the above from the Fayetteville Observer, and perfectly agree with its Editor in the penalty which he would inflict upon the dangerous habit complained of; but what ought to be done with that man who is daily pointing at his neighbor that deadly weapon, the bottle, which he knows is charged with death and destruction both to the victim himself, and all connected with him? Ah! he is licensed to kill in this way, and this forms his excuse and justifies him in the eyes of the law—while an accidental mishap should be visited upon the other with a severe penalty of the law! Strange logic this; but such is the reasoning adduced from the "license law" system.—*Spirit of the Age.*

BEAUTIFUL STONE.

There is in this vicinity a beautiful stone, found nowhere else on this continent, known as the "Leopardic," so called from the dark spots which occur in it. As there is no stone of this kind any where else in the Union, and as this was the first place, where the independence of the American people was declared, it would be most appropriate to occupy some conspicuous position in the National Monument, now being erected at Washington. What says the Governor to a block of it accompanying the Lincoln block of marble? Can any arrangement of that kind be effected?—*Hornets Nest.*

TO KEEP A STOVE BRIGHT.

Make a weak alum water, and mix your British luster with it, perhaps two teaspoonfuls to a gill of alum water, let the stove be cold, brush it with the mixture, then take a dry brush and rub the stove till it is perfectly dry. Should any part, before polishing, be so dry as to look grey, moisten it with a wet brush and proceed as before said. Two applications a year will keep the stove bright.

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Salisbury, July 21, 1849, if.

From Whittier & Smith's European Times.

The blood-stained Government of Austria is provoking the execration of mankind.

Already its excesses, in the way of cruelty and vengeance, have raised an outcry far and wide; but these excesses, however horrid, had at least the palliation of having been for the most part perpetrated while the sword was drawn in the civil conflict, and the blood was hot with excitement. But this plea can no longer be urged. Hungary has been subdued. The ancient constitution, in defence of which the people poured out their blood like water, has been destroyed.—The Magyars, who entertain a thorough contempt for Austrian pusillanimity, have been quieted, less by Russian lead than Russian gold, as Georcy can testify.—This, then, was the time for a feeble but generous foe to make a favorable impression. But what has been witnessed? No less than thirteen Hungarian generals, who delivered themselves up at the close of the war, and induced their soldiers to lay down their arms, have been murdered under the guise of a court-martial; and to make the tragedy display a suitable denouement, Count Battyany, the Prime Minister of Hungary, has been shot under circumstances which will for ever make the Austrian name synonymous with cruelty, treachery, and dishonor.

The death of this brave and accomplished nobleman records an incident as touching as any that the world of romance presents. To render his last hours as bitter as possible, and his end the most degrading, he was sentenced to a malefactor's instead of a soldier's death. The small spirit of revenge which actuates the "Youthful Emperor," and his butcher, Haynau, was not content with taking the life of their victim, but they must take it in a way that would most effectually wound his pride and gall his soul. To avoid the ignominy of the halter, the wife of the dying patriot had a dagger conveyed to her husband in his linen, with which to anticipate his doom. Gracious Heaven! What a commentary on Austrian justice, and the devotion of the brave people who live under its rule! The count did not succeed in the suicide, but his throat was so much injured by the wound he had inflicted that he prevented his murderers from strangling him by the cord. He fell, pierced to the heart by the bullets of Austrian soldiers, and like a brave man, who laughed to scorn the impotency of those who wished to crush the immortal spirit of liberty, his last words were—"My country for ever!" Some ladies of the highest class, sympathizing with the noble nature that mere physical torture could not subdue, endeavored to dip their handkerchiefs in the blood of the fallen patriot, but were prevented by Austrian bayonets.

The civilized world recoils from brutalities like this. All the laws that prevail amongst polished nations have been outraged by the murders of the Hungarians at Arad, and the fall of Count Battyany at Pesth. Such conduct would disgrace a Red Indian or a New Zealand savage. The count was opposed to the Hungarian outbreak, but attached to the constitution which the Austrians violated, he formed one of a deputation to Windischgratz, at the commencement of hostilities, for the purpose of effecting a compromise. He was detained as a prisoner while proposing peace, and a long and severe confinement has terminated in a death glorious to the victim, but reflecting undying shame on his assassins.

ROBBERY.

On Thursday night, the 1st inst., the store of Rankin, Pulliam & Co. was broken into and a considerable amount of goods and about \$65 in cash stolen therefrom. It was a bright moonlight night, and the robber bored the panel out of the front window immediately on the street, with a two inch auger, and thus entered. He carefully laid away all his chips and the panels in the corner of the building, put his things in a bag, went to Jno. E. Patton's, stole a horse, broke down the fence, passed through the fields back of town, went over the little mountain and took the Swannanoa road to the gap of the mountain; here daylight overtook him and he turned the horse loose and made good his escape. He was pursued, the horse recovered, and several days search made in vain. Suspicions are strongly fixed on a gentleman of McDowell who has a remarkable partiality for swine.

Since the above was in type, John Ellison, who resides on the mountain in the edge of McDowell county, has been arrested for burglary and undergone an examination before a magistrate's court, and fully committed for trial in the Superior court.—*Asheville Messenger.*

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From the Norfolk (Va.) Southern Argus.

Railroad Improvements—Comprehensive Views.

As the subject of uniting distant parts of our country by railroads is one of the highest importance, involving interests not only of cities and towns, but of the whole States, we commend to the attention of our readers the following extracts from a letter of the Boston correspondent of the Washington Union. The writer awards to Norfolk a high position, and points to her future growth and prosperity as a natural consequence of the establishment of a chain of communication with the interior and far West, with their boundless resources, which will pour their rich fruits into her lap:

Railroads are the great labor saving machines of the age; their discovery seems providentially made for the especial benefit of our extended Union; and estimating their utility, we are not to look merely to the money dividends earned on their stock, but the collateral benefits arising from their construction are also to be included. The enhanced value given to the real estate along the lines and near the terminations of the New England railroads, is equal, at a moderate estimate, to thrice their whole cost. The rise of landed property within ten miles of this city, where the short trains run for the accommodation of local travel, will average, since the roads were projected, a thousand per cent; and in some particular places it will equal ten times this amount.—But let us look still deeper. Has any branch of industry languished in consequence of the laborers being taken from it and employed in the construction of these useful labor-saving machines? The markets are overstocked with agricultural products of all kinds; manufactures glut the great commercial cities; the mechanic arts, commerce, navigation, the fisheries, the learned professions, are all fully supplied with hands; and in giving employment to the laborers on our railroads, a class is rescued from comparative idleness, or taken from less profitable work, and are employed in adding to the enduring wealth of the country. No works of modern or ancient times have produced such wealth-creating, such magic results, as the construction in this country of railroads. So far from ceasing to build more, the business may be considered, even in New England, as yet but in its incipient state, and hardly commenced in large sections of the Union possessing vast and varied resources.

It is about twenty years since the first railroads were commenced in this country, and but about twenty five years since the opening of the first railroad in the world run with locomotive power—the Stockton and Darlington railroad in England. There are now in operation or nearly completed in this country some seven thousand miles of railroads. Estimating their average cost, including all their expenditures in construction and equipment, at thirty thousand dollars per mile, it will be seen that in the last twenty years more than two hundred millions of dollars have been expended on these works. No other outlay of equal amount in any other branch of business, no equal amount of labor in any other field of industry, has been as beneficial in developing the resources of the country, in saving time and labor, and in adding to the substantial wealth of the nation, as this on railroads.

Whenever these improvements have been made in this country, their beneficial effect has been wonderful. Barren wastes have become cultivated fields; obscure corners have become flourishing cities and dormant resources, by their magical operation, have been transmuted into gold. The changes in the population, in the commercial importance, in the active wealth, in the productive industry of the different States, cities, and towns of the Union, by the outlay for railroads in the next twenty years, will be more wonderful than anything the world has yet seen.

Ohio, Indiana, Illinois, Wisconsin, and Michigan, are awake to the great value of these improvements, as affording cheap and rapid modes of intercommunication, and ready means of transportation to and from the Atlantic market.

The Atlantic States, from Maine to Georgia, in seeking to develop their own local resources by these improvements, have had an eye also to that great commercial prize—the trade of the West.—Immense sums have been expended by New England, New York, Pennsylvania, Maryland, and other States, for this purpose. Virginia, however, from her natural position, suitably improved, can take this trade from all competitors. No States in the Union have greater or more varied natural resources than Virginia, North Carolina, Tennessee and Kentucky; and the improvements of the next twenty years will develop them. Norfolk is the most eligible outlet, with suitable railroad communications, not only for the trade of those States, but for that of the West and Northwest. Norfolk, too, must be the Atlantic port for the trade of the Pacific railroad, whether that road starts from Memphis, St. Louis, or still more north.

The Central Railroad of North Carolina, uniting with the Tennessee improvements on the west, and with those from Norfolk on the east, will open a commanding channel of trade from Norfolk to the Mississippi river. A Railroad from Norfolk to Lynchburg, and thence by the Big Sandy or Guyandot valley, routes said to be entirely practicable, with branches through Kentucky to Louisville and Covington, will connect all these points with that great network of railroads that will spread over the western and northwestern States, and will give to Norfolk, by a port open to navigation at all times and all seasons, the trade of those States.

The position of Norfolk, in the development and changes which these improvements will produce, is such that she not only may, but surely will become a city of the first importance, in population, trade, commerce, and wealth. The avenues here suggested are of such vast importance to the States indicated in developing their internal resources, and in opening their commerce with distant places, that a doubt cannot exist of their receiving ample aid in their construction from the States themselves through which they will pass.

This matter of internal improvements is one of great interest to every State, but immensely so to North Carolina, Tennessee, Kentucky, and Virginia, whose mighty natural, but now mostly dormant resources, climate, soil, minerals, timber and water power, would be thus developed and brought into activity, to sustain in prosperity and happiness a numerous and dense population; but I forbear to enlarge.

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THE CAROLINA WATCHMAN.

Salisbury, N. C.

THURSDAY EVENING, NOVEMBER 15, 1849.

North Carolina Rail Road.

Uros consultation with citizens in this important work, it is deemed advisable to postpone the contemplated Convention heretofore advertised to take place at Greensboro' on the 18th inst. Notice is therefore, hereby given, that said Convention will be held at Greensboro' on Thursday the 29th November, next.

J. M. MOREHEAD, Ch' Ex. Com.

What Rail Roads will Do!

Georgia Rail Road.—It is an uncontested fact, says the *New Orleans Picayune*, that for miles on either side of every line of Rail Road which has been made in Georgia, the lands have appreciated from one hundred to five hundred per cent, and in many instances much more, so that the increased value of lands alone has been much more than the whole cost of the roads. New life has been infused into the whole State. Towns are springing up as if by magic. All the productions of her soil are speedily and cheaply wafted to a ready cash market, and return freights cost not more than one-fourth part of former prices; and she is now reaping the rich fruits of her liberal and enlightened policy.

The *Petersburg Intelligencer* of the 8th inst., in commenting on the above says: "Now, we happened to have travelled through a good deal of the State of Georgia, and we have seen some as poor land in it, and no small quantity either, as we have ever seen in 'Old Short Grass,' as Virginia is sometimes derisively termed. But the intelligent Georgians did not mean that their State should stay poor, and they availed themselves of the light of the age, and went to work to improve the value of their lands. The readiest way to do this was to put these lands nearer market than Nature had located them, and they therefore carried out a judicious system of Railroad improvements, and the result we see expressed in the paragraph above quoted. May we not now inquire, if these results have been achieved in Georgia, why they may not be achieved in Virginia? And to come home with the question, may we not ask why it is that our Southside Railroad will not do for the country which it will traverse precisely what the Georgia Rail Roads have done for the lands of that State, to wit: enhance the value of lands from 100 to 500 per cent.—carry the productions of the country quickly, safely and cheaply to market, and bring back to the country the commodities it needs, and the fertilizing agents that will render the lands still more productive and valuable? Will not our friends of the Southside region ponder on these things, and lend themselves a helping hand by giving more efficient aid than they have yet given to an enterprise that can alone rescue their country from barrenness and desertion?"

Well, may we not ask why the very same good results will not follow the completion of the great *Central Road* in North Carolina? We feel satisfied that they will follow. There is scarcely any comparison between that portion of Georgia through which their Rail Roads pass, and that through which the Central Road in this State will pass. Viewed as an agricultural country, it is not naturally as good. But when we come to look at the mineral resources of Western North Carolina, and its advantages as a manufacturing country; when we come to think of its surpass-

ing beauty, and happy adaptation to all the wants and pleasures of man, there is no comparison between it and the poor country in Georgia, which, by the enterprise and industry of her people, has been made to blossom like the rose.—*Eds. Wat.*

From the subjoined extracts it will be seen that the town of Petersburg, in Virginia, is manifesting a very lively interest on the subject of the Central Rail Road. Gov. Morehead, it will also be seen, attended a town meeting there, and addressed the people on the subject of our great scheme. Petersburg, no doubt, has discovered long since, that the success of our project will greatly enhance her present rail road stocks, and open a new avenue of trade to them from which they must derive much benefit. So be it; and may their most sanguine hopes be soon realized.

CENTRAL RAIL ROAD MEETING.

The Petersburg Intelligencer of the 10th inst., says: The meeting held on Thursday afternoon, for the purpose of appointing Delegates to represent Petersburg in the Greensborough Convention, was very numerous attended. Independent of the interest naturally felt by the people of Petersburg in the object itself, a notice, that the meeting would be addressed by ex Gov. Morehead, of North Carolina, offered an attraction which few who could spare the time from business could resist. Gov. Morehead's reputation had, long ago, preceded him to Petersburg, and most fully did he sustain it in the remarks that he addressed to us on Thursday. These remarks partook largely of the great characteristic of Gov. Morehead's mind—plain, practical common sense.—There were no lofty figures of speech—no tinsel ornament—none of what our friend, Commodore O. P. H., calls *high falootin*, but honest, plain plantation talk, which the simplest understanding could comprehend, and the most cultivated profit by. His intimate acquaintance with the resources of North Carolina, and particularly that portion of the State which the Central Rail Road will traverse, enabled him to lay before his hearers facts and arguments, of the weight and importance of which, they had previously no adequate conception. His speech, we are well assured, will do good—will awaken a renewed interest in a subject always of great importance to Petersburg. By reference to the proceedings, it will be seen that a Delegation of ten has been appointed to represent our Town in the Greensborough Convention, and we trust they will not only attend, but carry with them a substantial token of the interest Petersburg feels in this great enterprise. Let there be no fear that other Towns and markets will share with us the increased trade that this Road will develop. In Gov. Morehead's language, "there will be enough for all," and if Petersburg does not get at least her full share of the great staples of cotton, tobacco and wheat, it will be her own fault. The days of monopoly, of damming up trade in artificial channels, have gone by. Produce will seek the market that it can most cheaply and conveniently reach, and where it can be sold on the best terms. Now, our situation gives us facilities, at least, equal to any enjoyed by the other Market Towns within reach of this Central Improvement, and we have only to avail ourselves of these facilities to be amply rewarded for any pecuniary outlay we may make in pushing on this great work. In connection with this subject, we extract the following paragraphs from a letter to the Greensborough Patriot, from a member of the North Carolina Legislature.—Speaking of the Central Road, the writer says:

Indeed it must be extended to East Tennessee; and no obstacle stands in the way of this place. And Maj. Fox, who is making the survey for our Western Turnpike, is satisfied that the route from this place to Salisbury is not only practicable, but that it is the true policy of the State to adopt it at once. And it does appear to me that there can be no doubt that he is right, though it was more than we felt at liberty to insist on, until it should be finished to Charlotte. From Read's Store, 35 miles west of Salisbury, to pass up the valley of the Catawba to the top of the Ridge, is certainly one of the best sections of farming country that I know, as well as one of the most desirable and convenient tracts for the railroad. The use of the Turnpike will soon show to us the importance of the Railroad, and we must have it at no very distant day. The Engineer (on the turnpike) has not found its location on any place west of this to make his location ground rising more than one foot in right-of-way feet; though the charter allowed that right to be one foot in ten.

The friends of the Greenville (S. C.) Railroad are aroused, and are making an effort, that may now be regarded as successful, to complete it to that place, which is within 60 miles of us. Dr. Thomas and Dr. Duncan are now here on that business, and are obtaining many subscriptions of small amounts, and will hear obtain the last dollar necessary to its completion. We have a meeting on Tuesday (as we had last week at Henderson, in the office of Greenville), and are disposed to help according to our means; especially as that meeting our market until it crosses the mountains to us, or until a road within our State is extended to the mountains. Indeed I hope to live long enough to see both reach this place and form a junction, one of them extended to the East Tennessee Road from Knoxville, to Virginia by Abingdon, &c.

But in conversation with them and others well acquainted with the means and interests of the Company, I see a step is soon to be taken most advantageous to our Road from Charlotte to Gaston. It is this: Already the Road is under contract from Columbia to Anderson, with the branch to Abbeville C. H., which is only 25 miles from the Double Wells on the Georgia Railroad to Atlanta, Griffin, &c., and that that Company is constructing a branch from that point to Washington, in 32 miles to Abbeville C. H., and it is intended to form a