

REPORT of the Select Committee of the Virginia Legislature on French's Improvement on Rail Roads.

The committee who were directed by the House to examine the experimental railway constructed by James S. French, Esq., as authorized by the last legislature, beg leave to report:

That said road is constructed on the Manchester side of the river, a few hundred yards above the Petersburg road; is about 1900 feet in length, and with the exception of 100 feet at the lower extremity, rises the remainder of the distance about 200 feet to the mile, the incline being no less than 1 foot in 30.

The road differs but little from the common railway with wooden superstructure. The same sized timbers are used, and the string pieces, in place of being secured by wedges as is usual, are notched into sills and secured by iron bolts—the ends of the sills are cut off flush with the sleepers, and the iron, which is a flat bar 6 inches wide, 1/2 thick, is placed on the outer edge of the string piece, projecting over it 2 1/2 inches.

The driving wheels of the engine are cast solid and concave, the cranks are fixed on the outer ends of the axle, and between the cranks and the inner surface of the wheels, suspended from the axle, are the friction wheels which revolve under the rails. These friction wheels, by means of a compound lever, the long arm of which rests by the engineer, are pressed, up against the rails, and the axle of the driving wheels being the fulcrum, the driving wheels are pressed down upon the rails and made to produce any requisite degree of adhesion.

The friction wheels, when not in use, assume by their gravity a position about one inch below the rails, and pass freely along without rubbing or touching either the iron or the road. When brought up against the rails they partake of the revolving motion of the driving wheels above, and by means of springs accommodate themselves to any varying thickness in the iron.

This facility of lifting them out of the way removes all objections which may be made as to crossing other roads or running on turnouts, and admits of their application on common roads, by merely relaying the roads on heavy inclines where additional adhesion may be required. The mechanical arrangement is extremely simple, and works, as far as we can judge, remarkably well.

The machinery on the road consists of an engine and a passenger car capable of seating sixty passengers. The engine has attached to it a small water-tank, and weighs about 3 1/2 tons; its driving wheels are 32 inches in diameter, cylinders 8 inches, with 16 inch stroke. The committee have examined the working of the engine, and have repeatedly drawn over the road, and have witnessed experiments enough to convince them that, by means of Mr. French's invention, a far greater adhesion is readily produced than is due to the weight of the engine, and that the apparatus is entirely manageable and convenient.

The committee have not had the necessary time or opportunities to ascertain exact results by careful experiments. They can only submit to the house what they saw. They have seen the engine, when attempting to ascend the grade without friction gear, unable to do so, the wheels slipping without progressing, and immediately the friction gear was applied, the engine moved up the plane. They have seen this repeatedly tried, the engine slipping whenever the friction gear was thrown off, and immediately progressing when applied; and this experiment has been repeated on almost every point of the plane.

The power of the engine the committee have had no exact means of ascertaining, nor of obtaining the exact value of the mechanical adhesion, or the resistance consequent upon it. To do this would require several additional loaded cars and a series of careful experiments, made when the rails offered different degrees of adhesion, influenced by the weather.

There has been drawn over the plane, at least one hundred passengers, the engine stopping and starting readily with this load, and the train being perfectly manageable. During our experiments we have had few persons present; and in order to give sufficient resistance to the car, to make the engine slip readily, we have applied the brake to the car until the engine could not pull it with its own adhesion.

We have then applied the friction gear, and readily ascended the plane, slipping whenever the friction gear was removed, and progressing the moment it was applied. To form some estimate of the resistance occasioned by the brake after ascending the plane, we marked the point where it was applied, then disengaged it, and also the friction rollers, and suffered the train to run down by its own gravity; after it had obtained the velocity due to descending one hundred yards or so on the plane, we applied the brake to the point where it stood on going up, and it readily stopped the train. In going up the plane we attained a velocity of at least 12 miles an hour, which, we doubt not, could have been considerably increased.

At the close of this experiment we examined the friction rollers; they were well supplied with oil, and not at all heated that we could perceive. The resistance occasioned by the brake in this instance, was equal to at least two loaded cars; its exact quantity we know not how to estimate.

That by this simple contrivance as much adhesion as is required can be instantly obtained, we think is obvious; and it follows, therefore, that this experimental engine always works up to its steam capacity, and not to its weight, as with the common locomotive engine and always has sufficient adhesion, however affected the rails may be by frosts or snow.

The adhesion which is now produced by a hand lever, the inventor proposes in practice to do by steam.

The committee, believing that the ends proposed by this invention are not fully understood, beg leave to state that the object of the invention is not solely to work much heavier grades than have ever been attempted on railways, but that it is also to work ordinary lines at greatly diminished expenses—thereby increasing the net profits of railways, and, as a consequence, leading to a reduction of tolls, and greater facilities to the public at large.

That a great reduction in the cost of railways will follow from making them conform more nearly to the natural surface of the earth than is now usual, cannot be doubted. That it will lead to the construction of railways in places where, under the present system, they cannot now be made, is equally clear, and that this invention will not fully accomplish that object we cannot say, but on the contrary, as far as we can judge from what we have seen, the object is successfully obtained.

The working of the grade of 200 feet to the mile before us, is, to all appearance, simple, easy and effective; and we have seen this small experimental engine drawing over it, at fair velocity, a sufficient number of passengers to make it profitable were it in constant use.

But the great feature of the invention appears to your committee to be, the reduction in the disproportion between the paying freight and the dead weight of machinery of the road which now exists; and that this invention accomplishes that object, we cannot doubt. Suppose an ordinary railway with a grade of 50 feet to the mile; under the present system, the engine which runs on this road must have power and adhesion sufficient to ascend that grade with a given load, although the remainder of the road could be easily worked with an engine one-half the weight.

Your committee cannot overlook the greater security to railway travelling afforded by this invention. The form of the road admits of very great safeguards, while the brakes now used, as well as another intended for practical use, give a perfect command over the train. The flat rail now used is, in the opinion of the inventor, 1 1/2 inches wider than necessary; and while he prefers this, he has also a heavy rail adapted to his road, which would dispense with the use of string pieces.

It is obvious then that, if experience on a large scale should realize the promise given by the limited experiments witnessed by the committee, a great saving will flow from this invention: first, the construction of railways, where the graduation required to reduce the grades would be very expensive; secondly, in the equipment of roads, by the diminished cost, of lighter engines; and finally, in the working of roads, by reducing the wear and tear, and by enabling an engine to work up to its full steam power on all grades and in all kinds of weather.

To accomplish these results would be a very great benefit to the community at large, who are interested in diminishing the expenses and consequently the cost of transportation on these works. Whoever may point out a mode of obtaining them will deserve to be regarded as a public benefactor. The committee think that Mr. French has offered sufficient evidence of his success to entitle him to the approbation of the general assembly, and to further encouragement in his efforts to introduce his very ingenious invention into general use. As a native citizen of Virginia, his success may well gratify our feelings of state pride, and claim for him our favorable consideration. He has already devoted several years of persevering exertion to the perfection of his invention, and now offers us as satisfactory proofs of its utility as the means placed at his command would enable him to present.

Prudent Counsels.—We recently published an admirable letter to the people of South Carolina, by Bishop Capers, of the Methodist Episcopal Church. We now give, below, one of like import from the Reverend Editor of the Southern Presbyterian Review, in that work for January, 1851:—

"But while we would make every effort which wisdom and patriotism would demand, to save the Constitution and the Union, we are free to confess, that when the issue is forced upon us of submitting to a government, hopelessly perverted from its ends, and aiming at the destruction of our own interests, it will be our duty, as it is our right, to provide for ourselves. The continual agitation of the slavery question must sooner or later bring matters to their insupportable. This is certain as fate. Their patience is now almost exhausted, and unless their constitutional rights are respected, they will set up for themselves. This Union must fall, and they will lift up their hands to heaven and declare that they are clear of its blood. The guilt of the long train of untold evils that must follow the catastrophe, they will honestly believe rests not upon them.—God grant that our country may be saved—that the North and South may be brought to meet in harmony and peace, upon the common ground of our glorious Constitution—that a common ancestry, a common history, a common language, a common religion, may do their office in cementing them together, and binding them in the indissoluble bonds of truth, justice, and fraternal love.

"We have but a single word further to add, and that is a protest against the policy which our own beloved State seems intent upon pursuing. Single-handed secession, which is understood to be the aim of the measures now in progress, however it might be justified in a crisis in which the Federal Government had become openly pledged to the extinction of slavery, under the present circumstances of our country is recommended by not a single consideration that we are able to discover, of wisdom, patriotism or honor. No master-mind among those who are driving us to this issue, has yet arisen to throw a particle of light upon the thick darkness which shrouds the future, and covers the consequences of this tremendous step. They tell us how we may secede, but not one has told us, not one can tell us, where we shall next find ourselves. No one has yet

explained to us how the institution of slavery will be more efficiently protected, by making us and our children aliens upon this broad continent, than it is by the flag of the Republic.—Shall we be more exempt from Northern fanaticism, when every check is removed from its machinations and contrivances—from British interference, when we have nothing to lean on but our own arms? Will slavery be safer, when South Carolina can throw no shield but her own around the institution, than when the Constitution protects us? We confess that we cannot see how we shall gain in security from the prostration of the Union. A single State, like South Carolina, standing out alone, in the midst of a mighty nation, can only exist by suffrance.

"But it is said she will not be alone. The other States, identified with her interests, will join with her in action. But what if the other Southern States should happen to believe that their interests are better promoted by the old Union, than by a new alliance with South Carolina? They must judge for themselves, and if they should happen to have a judgment of this sort, where shall we then be? Would it not be wise, at least, to have some better than our own conjectures that they will sustain us? They might leave us alone; and in that contingency, who can say that our condition would be enviable. We should then have National government to maintain—an extensive Post office establishment to organize—an army—a navy—foreign ambassadors, and all the appendages of independent States, to keep up. Has any one calculated our resources for these things? and does any man believe that our population would stick to us for ten years, after their passions had subsided, under the grinding system of taxation which it would be necessary to institute? Then, again, we must be fully prepared for war, which is a business less of arms than of expense. Touching the United States in so many points as we must necessarily do, however pacific the disposition of the Federal Government might be towards us, hostilities would inevitably arise from our diplomatic relations to the other States, and that speedily and suddenly. These are matters which ought to be well considered before we resolve upon so important a step as single-handed secession. The truth is, we can see nothing in the measure but defeat and disaster—insecurity to slavery—oppression to ourselves—ruin to the State. There are other aspects in which the question might be treated—but in every aspect of it we feel bound to express our solemn conviction that, neither before God nor man, can we justify ourselves for the fearful hazard of forfeiting all our blessings, and all our influence for good, by a hasty leap in the dark. We speak earnestly on the subject, because we feel strongly. There may be great boldness in the enterprise, but it should be remembered, as Lord Bacon has well expressed it, that boldness is blind, wherefore it is ill in counsel, but good in execution. For in counsel it is good to see dangers, in execution not to see them except they be very great.—Certainly when we cannot see our way, we should go softly. From present appearances we think it likely that South Carolina will secede alone. We expect to bear our full proportion of the consequent evils. We are not only in the State, and we have no thought but of sharing her fortunes. If we were disposed, we are rather too heavily encumbered to flee from the storm. Others may be noisy for revolution, whose armor is light enough to admit of an easy transportation; who have come to us from abroad, and who can as easily depart. But for ourselves, we are linked to South Carolina, for weal or woe. As long as our voice can be heard, we shall endeavor to avert calamity—but if what we regard as rash counsels finally prevail, we have made up our mind, as God shall give us grace, to take what comes."

From the American Agriculturist. EXPERIMENT WITH CORN—DEEP PLOWING AND GREEN CROPS. The ground upon which the experiment was made was near alike, and prepared as near alike as could be. The corn was planted the 4th of May, three by five feet. That which was plowed, was plowed the widest way only. Four rows were plowed exclusively with the coulter, from eight to ten inches deep. Plowing repeated four times, at suitable intervals. The next four rows were cultivated entirely with the hoe. The balance was plowed as is usual here; first throwing the earth from, and then to the corn, and then plowing four times. All was kept clean throughout the season.—Two rows of that cultivated as usual, when gathered, weighed 42 pounds. The next two, hoed corn, weighed 43 1/2 pounds. The two other rows of hoed corn weighed 43 pounds. Two rows of cultered corn, side by side with the preceding, and having the same number of hills and ears of corn weighed 45 1/2 pounds.—The hoed corn was nearly prostrated twice by wind and rain. I had to set up the greater part of it, just before and just after it tasseled. The cultered corn suffered hardly half so much as the hoed. The residue suffered comparatively little. These are the facts. Deductions are for you and your readers. The quantity raised on the ground is of no consequence.

I conducted various other experiments with corn, but do not deem them of sufficient interest to burden your columns, nor bore your readers with them. These little things are interesting to me, however, and I always have some such under my hand.

I bookfarmed that famous bottom I spoke of you about, and made a fair crop of corn. Last year, it took sixty of the largest ears to shell a bushel; this year, forty-eight will do it. This bookfarming makes me the subject of great ridicule and merriment. For instance, you advised us, last spring, to plow deep and pulverize well. I did so, but was laughed at therefore. You advised the sowing of corn broadcast. I sowed something like four acres. This threw a great many neighboring diaphragms into convulsions and cacklings were rife and boisterous there at. So well am I pleased, however, that I shall give the man opportunity to split the larynx outright another year. The quantity of fodder produced was enormous, besides pretty considerable sprinkling of corn.—You advised us that it might be well to sow rye for early grazing, soiling, &c., next spring, and I have done so. It is too green to laugh at now. You instructed us to sow twelve quarts of Timothy seed per acre. I did it; and if they do laugh at that, it is mighty green.—[Fearing that some of our readers may not understand the full meaning of the word "green" as here used by our correspondent, we explain, that the Timothy and rye sowed by him, agreeably to our directions, have already covered the land with a thick green herbage, and give promise of uncommonly large crops of hay and grain.—Eds.]

To renovate land, you inculcate turning in green crops. I capsized all my clover—mas-

sigators displayed themselves of great length and breadth. Of all the green things the wheat on that clover land is the greenest; and rather too green to laugh at. The land having been put in order by plowing, harrowing, and crushing, the wheat was plowed in about three inches the first of September, and I harvested it the first of October. It looks very well. U. B. OGLEBY. Boonville, Mo., Dec. 1850.

A Great Counterfeiting Establishment.—A police officer of St. Louis, Missouri, lately discovered in Jefferson county, and took possession of, the counterfeiting bank bill printing press, engraving tools, &c. of John S. Moore, and over \$200,000 in spurious paper. They were contained in two large boxes secreted under the floor of an outhouse on Moore's premises. The paper consisted of the following description:—Missouri 50's filled up, \$25,000; Treasury notes (\$500) partly filled up, \$40,000; Treasury notes (100) partly filled up, \$12,400. A large quantity of Hamilton Co., Ohio, 1's and 5's mutilated. A large amount of Manchester 3's; do. do. Georgetown (S. C.) 2's and 5's; do. do. South Carolina \$100's and \$500's; several Georgetown (S. C.) \$1000's; Augusta (Ga.) \$10's; Indiana State Bank \$50's and \$50's; Lafayette (Cincinnati) \$10's; North Carolina \$50's; Merchant's and Mechanics' Bank of Michigan \$5's; Ottawa (Montreal) \$1's, \$2's and \$3's; large amount of Texas \$100 and \$500 scrip; Montreal (French) \$5's; and numerous denominations of bills on the Farmers', Merchants' and Manufacturers' Bank of Chilli-cothe.

A Bear Story.—A day or two since, as Mr. Solomon Reed, of Dorset, Vermont, was cutting wood at some distance from his house, a very large bear stole up behind, and ordered him to stop. He let fly his axe at Bruin, but it missed, and Bruin in turn let fly at him. Solomon then seized a club, and laid the blows upon his shaggy adversary so heavily that it broke, and he began to think he should have to knock under. Not having the wherewithal to knock him with, he made use of his fists, expecting every moment that he should be compelled to cave in. A dreadful hug followed, and the two rolled over on the ground like a couple of wrestlers in a ring. Not liking to bear it in this fashion, Solomon, by a desperate effort, got Bruin under him, holding his head down, and sitting plump astride of the bear. The latter, however, soon began to "bear" up, and all at once took to his heels like an infuriated bull, Solomon all the while astride, and compelling the bear to follow his own nose, with as slight a deviation from his jaws from a straight line as possible. On they drove, at a furious rate—the rider and the ridden—the former endeavoring to make a bridle out of the bear's ears, and the bear striving as hard to make a bit out of the man's arm. Solomon began to fear, at the rate he was going, that his steed was fast taking him into a whole nest of bears, and probably soliloquized:

"Better to bear the ills we have, Than fly to others that we know not of." While in the predicament, Mr. Reed's son happened to overtake them on their journey, and settled all uncertainties by immediately knocking the bear in the head with his axe. Mr. Solomon Reed got some scratches in the scuffle, and Bruin's fat carcass to boot; which, by the way, he immediately salted down for family use.—Lowell Courier.

Negroes in Iowa—A Good Joke.—An incorrigible wag has admirably succeeded in prepetrating a capital joke upon the Iowa Legislature. In passing upon the bill prohibiting negroes from entering that State, and affixing heavy penalties upon them when they do enter it, J. T. Morton, of Henry, who is both a whig and a wag, moved an additional section, "that the bill should be in force from and after its publication in the Iowa Free Democrat," the abolition paper at Mount Pleasant. The bill went back to the House so amended. The amendment was accepted by the House, and bill passed. After a while the idea began to eke through the hair of a member that the abolition organ might decline publishing the law, and thereby kill it stone dead, and he moved a re-consideration but failed; the bill was left to be sent to the Governor in that crafty shape.

A Rash Act.—At Rochester, (N. Y.) on Thursday evening last, Charles McVean, a son of David McVean, Esq., committed suicide by shooting himself through the heart. He was spending the evening at an uncle's with his wife, when suddenly he rose, kissed his wife, and drew a pistol and shot himself in the presence of all in the room. The moment his wife saw what he had done, she took a bottle of chloroform and drank it, and is now in a very dangerous state. There was some difficulty between the father and son in relation to division of some property.

Correction.—A paragraph published in a North Carolina paper has called to our recollection the fact that a material error of a single word occurred in the report of Mr. Stanly's remarks, in the debate between that gentleman and Mr. Eng, which appeared in our paper of the 20th ultimo. In that report Mr. Stanly is made to say: "Even those who voted with a majority of Northern members are uncharitably assailed." The word "Northern" should be "Southern"; the difference being readily perceptible. Upon some of the compromise measures the Southern members were in a majority, and Mr. Stanly asserted that it fell became a minority of Southern members to accuse a majority of voting against the interests of the South.—Nat. Intelligencer.

Amasia Mitchell, of Scott county, Indiana, died on the 12th ult., in his 90th year. He served as a musician under Benedict Arnold; saw him afterwards in the ship Vulture; witnessed the execution of Andre, the spy, and the surrender of Cornwallis, the British General.

PRINCIPLES OF THE WHIG PARTY. Every member of the Whig party has reason to be proud of his connection with it. It is the party of the country—the party of equal rights—the party which sustains the purest code of political ethics that the world has ever known. Thomas Jefferson embodied its creed and carried out its fundamental doctrines—let scoffers read them, and, if they can, furnish others nobler and better:

The people, the only source of legitimate power. The absolute and lasting severance of Church and State. The freedom, sovereignty, and independence of the respective States. The Union, a confederacy, compact, neither a consolidation, nor a centralization. The Constitution of the Union, a special written grant of power, limited and definite. The civil, paramount to the military power. The representative to obey the instructions of his constituents. Elections free and suffrage universal. No hereditary office, nor order nor title. No Taxation beyond the public wants. No national debt if possible. No costly splendor of administration. No proscription of opinion, nor of public discussion. No unnecessary interference with individual conduct, property or speech. No favored classes, and no monopolies. No public monies expended, except by warrant of special appropriation. No mysteries of government inaccessible to the public eye. Public compensation for public services; salaries moderate and pervading economy. The political creed of the Whigs is embodied in the above few lines, but how expansive when properly investigated—how beneficial when the theories of Democracy do not prevent their complete operation. They are in perfect harmony with a perfect enjoyment of freedom of opinion and promotive of free institutions, extending protection to every interest and impeding the progress of monopolies. If it discriminates in favor of any class, the difference is made in behalf of the poor man. In fine, we here present the Whig platform, a perfect, unchanging, sound system.

William S. Ashe, is a candidate for re-election to the next Congress. He represents the New Hanover District. The Raleigh Register says, Mr. A. "caused himself to be announced for re-election, with as much coolness as though he possessed a life tenure in the office." The Wilmington Journal says, "We happen to know that Mr. Ashe did not cause himself to be announced." Then if he did not cause himself to be announced, did those who took the responsibility of doing so, first ascertain that he was the people's choice? or is it intended to pack him off on the district whether he or the people will it or not.

It is a matter of small consequence, we think, how a candidate is brought out provided party bonds are not so strong as to lead men to support the candidate simply because he is their party man. We like the old fashion of every man's becoming a candidate that wishes, not waiting for Conventions, caucuses, or friends to nominate. By that plan a man's merit is worth something. By the plan now practiced by all parties, his fidelity to this or that party is made the touch stone; and under the operation of this system Rowan has several times had packed upon her, the most consummate asses in the county.

An Anecdote, in point.—A gentleman from one of the Eastern counties being here on Court week, some time back, saw a man of this stripe take the witness stand, whose name arrested his attention. Stopping over he enquired, "That aint the man that once represented this county in the Legislature?" "Yes," was the answer, and the Eastern gentleman stared! After a moment, eyeing the man afresh, he replied, "well, give me an old shot gun—I want to shoot him!"

Diabolical Murder.—The Fayetteville Carolinian of the 22d instant, gives the particulars of a most horrible affair which occurred in the neighborhood of that place, two weeks before. It is the murder of Tighman Hunt, a negro trader, who formerly resided in Guilford county. Hunt, with some six or seven negroes and a white assistant by the name of Pitt, of Edgecombe county, camped there on the 3rd March. Some time in the night, Hunt was killed. A negro man belonging to him, has confessed the crime, and says he was instigated to the deed by Pitt; who, it seems immediately took possession of Hunt's negroes, wagons, horses, money, &c., and changed the direction of travel. Hunt's body was sown up in canvass and sunk in Rockfish creek. It has been recovered and identified. But Pitt, the murderer, finding things were getting uncomfortable in Edgecombe to which county he had returned, has run away—taking a Northern direction.

The Editor of the Lincoln Courier does both himself and us injustice: We have never complained about "credits." We think it was the Mountain Banner or Asheville Messenger. Give them "Jesse," Eccles, for they ought to know that you are not so poor as to have need to steal their smartness.

Expeditious.—Mr. Rob't. Murphy, who returned from the North last week, by the way of Wilmington, Cheraw, &c., speaks of two travelling concerns on his route. He says, the Wilmington Rail Road is the best he ever saw; and that the cars run with ease and safety, 40 miles an hour. A great deal of travel on it now. This is one concern.

The other is General Waddill's line of Stages: Mr. M. says it made the run from Gold Hill to Salisbury, 14 miles, in exactly nine hours!

The extra session of the Senate of the United States adjourned on the 13th instant.

THE CAROLINA WATCHMAN.

J. J. BRUNER, Editor & Proprietor. Vol. vi.] Salisbury, N. C. [No 47. THURSDAY EVENING, MARCH 27, 1851.

CONVENTION OF THE WEST.

It has been proposed by the Asheville News, that the people of the Western part of the State hold a mass meeting sometime during the Summer, for the purpose of talking over the Constitutional Reforms discussed in the last Legislature, and to enlighten each other and the public generally on those subjects. The "News" suggests that the meeting be held at Morganton, the second week in August.—We think, with the Greensboro' Patriot, that some time in July would answer better.

In regard to the project, itself, it meets our entire favor; and if the people of the West would secure the substance as well as the shadow, of Reform, they should be wide awake, and speak and act out their purpose with becoming boldness. Let us resolve to make thorough work of it, and thus "lay" the troublous spirits of Locofocoism.

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AN ACT to alter and amend an Act passed by the General Assembly, at the Session of 1848-9, entitled "An Act to incorporate the Fayetteville and Western Plank Road Company."

Sec. 1. Be it enacted by the General Assembly of the State of North Carolina, and it is hereby enacted by the authority of the same, That so much of the sixteenth section of said Act as requires said Road to be made not less than ten feet wide, be repealed, and the said Company is authorized to construct the same not less than eight feet wide.

Sec. 2. Be it further enacted, That when the capital of said Company shall have been increased so that the stock owned by individuals shall equal that owned by the State, then so much of the twenty-first section as entitles the representative of the State to cast a vote equal to three-fifths of the whole number of votes present at any meeting, either in person or by proxy, shall be repealed, and the State, through its representative, shall be entitled to vote as individual stockholders, that is to say, one vote for every share of stock held.

Sec. 3. Be it further enacted, That if any person shall travel on said road between the points designated for the collection of toll, with intent to evade the payment thereof, he shall be liable to a fine of five dollars, to be collected as provided in the sixteenth section of said Act.

Sec. 4. Be it further enacted, That said Company is authorized to charge on any bridges by them erected, the same rates of toll as are now established on like bridges in the Counties in which they may be situated: Provided, that any person travelling a distance of five miles on said road, who shall have paid the legal toll for the same, shall not be liable to pay any additional toll for crossing such bridge.

Sec. 5. Be it further enacted, That the stockholders at any general meeting which may be held, shall have full authority to change the proposed termini of their road, west or northwest of Johnsonville, in the County of Randolph, and to fix the same at any other point which they may deem necessary.

Read three times and ratified in General Assembly, this 28th day of January, A. D. 1851. J. C. DOBBIN, S. H. C. W. N. EDWARDS, S. S.

AN ACT Concerning Bastardy.

Sec. 1. Be it enacted by the General Assembly of the State of North Carolina, and it is hereby enacted by the authority of the same, That hereafter it shall be lawful for one justice of the peace to issue warrants in cases of bastardy, take the child, bind over the reputed father, and to do all other acts which two justices of the peace are now authorized to do in the Revised Statutes, chapter 12.

Sec. 2. Be it further enacted, That all laws and clauses of laws, coming within the meaning and purview of this act, be, and the same are, hereby repealed. [Ratified 28th January, 1851.]

Settling a Difficulty.—A boy eighteen years of age was lately imprisoned in the Leverett street jail, Boston, at the suit of a woman on the shady side of forty. The matter was finally compromised by a marriage, the gallant young man preferring the chains of hymen to the locks and bars of the jail.—This catching boys eighteen years of age, and making them marry women old enough to be their mothers, is worse than the fugitive slave law. Providence Journal.

A DEAR SPOT OF EARTH.—At a late sale of real estate in New York, a lot on the southeast corner of Broadway and Liberty streets, fronting 36 feet on Broadway and 160 feet on Liberty, was sold for the moderate price of one hundred and thirty-five thousand dollars. Horace Waldo was the purchaser.

A number of other lots in the neighborhood brought high prices. A. R. Eno & Co. bought six on Liberty street for \$120,000 cash.