

Information has been received in Washington, that the Spaniards have pardoned and released...

Five thousand five hundred boxes of tea were sold at the London Fair with a profit of 50 cents...

There was a steady demand for tea at the London Fair, and five thousand boxes were sold...

The Cotton Market was active and prices were full and firm. 596 bales at from 5 1/2 to 5 3/4...

In New York to-day 5000 boxes of tea were sold at the London Fair with a profit of 50 cents...

A decline of an eighth of a cent in this Cotton market, and 3/4 in this 7 1/2 cents.

There was a good demand for tea at the London Fair, and five thousand boxes were sold...

The market opened briskly, and continued until noon, fully supplied on Wednesday, when buyers were scarce...

In New York to-day, Friday, and had advanced an eighth of a cent, 1800 bales. Flour and advancing.

Later from Europe.—The United States mail arrived at New York on Thursday...

THE MARKETS.—In Liverpool an eighth of a penny and was the demand for Cotton since the 24th ult...

ENGLAND.—The latest intelligence from the port of Liverpool by telegraph, from the sailing of the Pacific, states that the Government had ordered...

WOMAN'S RIGHTS.—A gallant member of the Tennessee Legislature recently offered the following amendment to a Woman's Rights Bill...

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THE LEHMAN MURDER.—Important Arrest. PHILADELPHIA, FEB. 11.—Two men have been arrested this morning...

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REMARKABLE DISCOVERY.—We learn from the Richmond Times that a remarkable discovery has recently been made near Buchanan...

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What a gloomy prospect is left for the unmarried females in Georgia, who have lost the bloom and beauty of sweet sixteen!

The Kossuth excitement is dying out. The labors of the Hungarian Committee in Philadelphia have become unproductive.

It is seldom, now a day, that we hear of a man that we bear witness to amidst the fumes of the editor of the "True North" he use to was.

The Whig Meeting in Rowan.—The Lincoln Republican copies the proceedings of the late Whig Meeting in this place, prefacing them with a few crude remarks...

The North Carolina University Magazine.—This is the title of a new monthly, the first number of which has been received, edited by several students at the University of N. C.

The latest foreign news indicate that England is expecting a war with France, and the opinion is gaining strength that Louis Napoleon will seek an early opportunity to provoke hostilities.

CHURCHES IN NEW YORK.—The Boston Post says: Fifty years ago, there were but thirty-two places of worship in New York City.

WOMAN'S RIGHTS.—A gallant member of the Tennessee Legislature recently offered the following amendment to a Woman's Rights Bill...

SEC. 2. And be it further enacted, That in case any young gentleman or bachelor make any advances towards an unsuspecting and unsophisticated lady...

PHILADELPHIA, FEB. 11.—Two men have been arrested this morning and identified as the two Hungarian refugees against whom suspicion strongly rests...

The Secretary of the Navy, Mr. Graham, has been so ill for some days, that he has been unable to transact public business.

REMARKABLE DISCOVERY.—We learn from the Richmond Times that a remarkable discovery has recently been made near Buchanan, in Botetourt County, Va.

The Athens (Ga.) Herald says that the gold fever has played sad havoc with the male population in upper Georgia this winter, and understands that in Lumpkin county there are scarcely enough men left to take care of the women and children.

What a gloomy prospect is left for the unmarried females in Georgia, who have lost the bloom and beauty of sweet sixteen!

ing but sincerely desirous to do all in our power for the accomplishment of so noble an enterprise in the true spirit of the Charter, and in good faith to all the parties concerned...

HOW THE MONEY GOES.

The hard fisted yeomanry of the country who eat bread in the sweat of their faces will learn with surprise and indignation that they are to be taxed to pay a bill of five hundred dollars per day to Brown's Hotel in Washington...

On calculation I find that \$500 per day for twenty-two persons (the number of this Red Republican's suite) make just twenty-two dollars and seventy-three cents per person—a nice average, when you consider that nearly half of them were the mere Hungarian menials...

Such seems to be the scene of high life below stairs, which this Hungarian Patriotism—a wretched apery of the profusion without the splendor of monarchies—has been suffered to present among us.

Now we should like to know, pertinently asks the Wadesboro' Argus, where Congress finds the power under the Constitution of the United States, to pay five hundred dollars per day to the keeper of Brown's Hotel...

But this is the humble and penniless exile who comes upon a mission of democracy amongst us; and he must "have a court at Brown's, a state and attendance!"

The Aztec Children.—The New York Sun thus refers to those interesting specimens of an exclusive race, the obscurity of whose history, as associated with their peculiar habits, has hitherto invested them almost a fabulous notoriety.

We alluded, some days since, to the presence in this city of two specimens of a Lilliputian race, from Central America. Since then, we notice that the rooms formerly occupied by the National Academy of Design, in the Society Library Building...

FRACAS WITH AMERICANS IN EGYPT.

The correspondent of the London Chronicle writing from Alexandria under date of the 5th ultimo, says:

On the 24th the first passenger steamers for Assyrion and intermediate ports left Cairo, taking a goodly number of tourists, of whom a great proportion were American gentlemen.

the President of the board, and from other sources, to satisfy them that a change has been decided upon which in their opinion is a palpable violation of the Charter, one which affects injuriously the interest of the people upon the whole line of the Central Railroad...

The amount of the change in the location of the extreme Eastern portion of the road, is from the best information yet received here, that the main stem of the road, instead of going to the river, at Waynesboro, as was before decided, is to pass directly on to the Wilmington road and terminate at a point very near to Goldsboro.

The Stockholders here, are informed it is true that the contractors prefer building an arm, from some point on N. C. Railroad, above its termination at the Wilmington road to Waynesboro, to running it direct, as before provided to Waynesboro, and thence to the Wilmington road.

But supposing even, that there is to be a connexion at Waynesboro, such as reported, does this help the matter much, or does it justify this proceeding?

One thing is certain in any event, unless all the reliable information upon this point that has been received here is erroneous, and that the main stem of the Road is to run to, or near to Goldsboro, and to touch the Wilmington Road, and not the river and road both, as provided by the Charter.

If it be said that a branch or arm to the river is the same in effect so far as the interests of the Road at large, or our rights and interests here are concerned, we deny it and say to those by whose influence this wrong has been perpetrated, that they are not to come the Giraffe over us in this style.

With the main stem running direct to the river, the cars of course coming down the Central Railroad would necessarily go first to the depot on the river, and there stop first. Who is so dull as not to see, that this arrangement, would be more likely to facilitate the transportation of produce down the river, than if there is merely an arm from the main stem to the river?

We have more to say upon this subject, but we must close at present by simply asking if a proceeding of this kind is calculated to harmonize interests in different portions of the State, to promote the interest of this great State work, or to secure for it that respect and popularity that are essential to its success?

Resolved, That while as members of a large taxpaying community, as good citizens of the State, and (under all the circumstances) liberal subscribers to this great improvement, we are not only will-

a paper drawn up by myself, with a view to produce reflection, if not action, in relation to the propriety of constructing a Cotton or Woolen Factory opposite to this town; and I sincerely trust you may, under existing circumstances, feel warranted in heading that or some paper of similar import, with a liberal subscription.

On the subject of the ease and moderate expense with which the Dan and Roanoke may be rendered navigable for light draft steamers, I have never entertained a doubt since my voyage up to this point from Gaston.

One thing is certain, if no effort is made towards it, Dan River never will become navigable for steamers, and no man can foresee the advantages in full, that would be derived by the people of this region, were that river to be so far improved as to admit of the passage of light draft steamboats, similar to those about to be employed on Deep River.

In relation to my humble self, as I stated long ago in the Danville Register, over my own signature, I am a mere tyro in mineralogy; but I do make some pretensions to a knowledge of maritime matters; having followed the seas from the time I was 13, till I was 29 years old, and filled during that period the various stations on shipboard, from cabin boy to the command of several vessels, and since leaving the sea, I have always had more or less to do with sea-going vessels, steamboats, and all kinds of water-wagons or vehicles, used in transporting produce upon our canals and rivers.

Your Obedient Servant, SAM'L W. DEWEY.

N. CAROLINA RAILROAD DEPOT AT WAYNESBORO.

We have heretofore alluded to the change which the directors of the N. C. Railroad Co., have recently made in regard to the depot at the Eastern terminus of the Road. In our columns to day will be found the proceedings of a meeting of that portion of the stockholders, whose interests are more directly affected by this change.

The history of this matter is briefly this. The Charter of the N. C. Railroad company directs that the Eastern terminus of the road shall be upon the Neuse river and at the point where the Wilmington road crosses that river. On examination of the ground however, at this point, it was found impracticable, or at least, inconvenient and expensive, to make the terminus of the road at this point.

Things stood in this position until the time of a late meeting of the Directors; when as we learn, an important change was made. This meeting was but thinly attended, and no one representing the river interest was present. No regular report of the proceedings has yet been sent to the stockholders in Newbern, but they have received sufficient information thro-

From the People's Press.

We have been favored with the annexed letter from S. W. Dewey to an esteemed friend, which will be read with interest.

DANBURY, 24th Dec., 1851.

Dear Sir: Having completed what I believe to be a fair, if not a thorough investigation (at least for one individual to make, unaided and single-handed) of the mineral and other resources of the country bordering and lying upon the head waters of the great Southern tributary of the Roanoke, and prepared a sketch of the same in pamphlet form, for publication, and being about to commence a voyage down that River, with the intention of giving it a practical survey to ascertain if it cannot be so improved by a simple, cheap, and permanent course of sluicing, as to warrant its being navigated by light draft steamboats—I feel it to be my duty, as well as a pleasure; to return you my warmest thanks for the kindness and hospitality experienced by myself at your more than agreeable mansion; and in so doing I embrace the opportunity to unravel any mystery that might have appeared (to some persons) to accompany my proceeding in this section of country.

For years I have entertained a strong desire to examine this region, but could not make it convenient to do so, until the summer of 1849.

In looking over the map of the United States, I had pictured to myself that there must be a rich field of minerals near the surface, at the point I always considered the great elbow made by the Blue Ridge, where it turns suddenly to the West, and, as it were, forms a junction with the Alleghenies and the Eastern spur of the Cumberland Mountains, thereby constituting what deserves to be called the first grand joint in the united or main Backbones of North America.

I can only say, that the result of my solitary and unaided exploration far exceeds the most sanguine expectations I ever formed on the subject, and the well authenticated minerals I shall bear away from this region will, I am confident, wherever they are duly exhibited, make converts to my opinion.

I look upon the Dan River as being the natural and proper outlet, as well as inlet, for the entire country in the vicinity of the Fancy Gap, in Virginia, and all that portion of territory situated upon and near the head waters of the Yadkin, above the Bean Shoals; and also for a considerable distance below that point.

A turpentine or plank road, of less than 30 miles in length, would bring the Yadkin country products to the Dan, at a point near this place, and thus enable them to be put down in the Northern markets, by a route at least 300 miles nearer than they could be, via the Yankin and Deep Rivers. You are aware of the large amount of capital already invested in Rail Roads constructed or to be constructed, almost solely for the purpose of forwarding to the seaboard, the valuable produce that annually floats in the miserable bateaux down the Dan, Staunton, and Roanoke Rivers. Norfolk has one road, Petersburg another, and soon a third one will be completed by the people of Richmond.

When at Gaston, I was politely permitted to have access to the books of the Roanoke Navigation Company, and ascertained therefrom, that for several years past there had annually been delivered at that point from the River 10,000 hhds. of leaf and 3,000,000 pounds of manufactured Tobacco—10,000 bbls. of Flour, (the latter being from the Staunton River country)—while there was 1,000,000 pounds of sundries, independent of 8,000 sacks of Liverpool Salt, and large quantities of Sugar, molasses, nails, &c. &c., shipped from thence up the River.

I need not state, that the present amount of trade on the Roanoke and its tributaries, is a mere mite or portion of what would naturally and inevitably centre on those waters, were they made navigable for light draft steamboats,—nor was it necessary for me to allude to the rapid increase of your population, that would flow in from abroad, to develop your mineral and other natural wealth; and the consequent increase in the value of your lands, if emigrants could reach here by a cheap conveyance up the Roanoke an Dan, in comfortable steamboats.—Moreover, it has occurred to me, that by laying the proper mineral and other evidences before them, the wealthy stockholders of the three Rail Roads leading to the waters of the Roanoke, might without much trouble, be prevailed upon to subscribe sufficient to put in operation here at Danbury, an extensive Furnace, Rolling Mill, Nail Factory, &c., which could be made all the Rail Road iron, that is from time to time being required by those Rail Roads; also it might be furnished to other Roads at a profit, especially if we should chance to get in a war with European powers. Also, I have no doubt that ample funds may be procured at the North, to establish here, works for making Steel, as at this point may be found in unlimited quantities the Spetic Iron ore, which produces the best quality of iron for manufacturing into steel. England imports annually from Sweden more than 20,000 tons of that kind of iron for the purpose of making it into steel; and if she can afford to go to Sweden after the material out of which she makes all of her best steel, and then can make a large profit on it by shipping it to our shores, I am clearly of the opinion that, as here is the right kind of iron, limestone, blacklead, firebrick clay, with charcoal abundant, and labor low, this is a point where steel may be produced on profitable terms. Also at Jersey City, opposite New York, where rents, labor, charcoal, firebrick clay, blacklead, &c. are all high, steel is wrought out of spetic iron brought from the Adirondack mountains on Lake George, more than three hundred miles inland distant from the place where the steel is manufactured.

I might go on enumerating the self-evident advantages of this section of comparatively unsettled or uninhabited country, with its forests and best woodlands remaining in their primitive and undisturbed condition, until I should have written a volume; but, to a comprehensive and far-seeing mind, it would be unnecessary. I will therefore not dwell on what might with justice be said respecting the Sauratown Mountains, with their full 150 square miles of surface embraced in almost a direct Northern and Southern exposure, a place destined beyond doubt, to be in a few years literally swarming with the sheep of our Northern wool growers, who at this time are pasturing some of their numerous flocks on the Blue Ridge within 100 miles of this place.—nor need I describe to you how easy I believe it will be for me (aided as I shall be by my recollection of minerals,) to excite the money-making appetites of the good people of Petersburg, Norfolk, Richmond and other places. My mineral witnesses will speak in language that cannot and will not be misunderstood.

In conclusion, I beg leave to observe, that Mr. Dewey has promised to hand you