

BY AUTHORITY.

LAWS OF THE UNITED STATES

Passed during the First Session of the Thirty-first Congress.

[PUBLIC ACT—No. 34.]

AN ACT to authorize the Mayor and Common Council of Chicago, Illinois, to excavate a portion of the public reservation at that place, with a view to the improvement of the navigation of Chicago river.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the corporate authorities of the city of Chicago, Illinois, be, and they are hereby, authorized to excavate such portion of the reservation at Chicago, not exceeding the limits described in their memorial of January five, eighteen hundred and fifty-two, as may be necessary, according to the plan set forth in said memorial, for the improvement of the navigation of the Chicago river.

Sec. 2. And be it further enacted, That the Secretary of War be, and he is hereby, directed to cause the limits above designated to be marked out, and to make such disposition of the buildings now standing within said limits as may be best for the public interest.

(Signed) LINN BOYD, Speaker of the House of Representatives. (Signed) WILLIAM R. KING, President of the Senate pro tempore. Approved July 15, 1852. (Signed) MILLARD FILLMORE.

[PUBLIC ACT—No. 35.]

AN ACT to authorize the President of the United States to designate the place for the ports of entry and delivery for the collection districts of Puget's Sound and Umpqua, in the Territory of Oregon, and to fix the compensation of the collector at Astoria, in said Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States, and he is hereby authorized to designate the places for the ports of entry for the collection districts of Puget's Sound and Umpqua, in the Territory of Oregon, upon receiving satisfactory information as to the best location for said ports, instead of the places now established by law in said districts respectively.

Sec. 2. And be it further enacted, That the annual compensation of the collector at Astoria in the collection district of Oregon, in said Territory, be, and the same is hereby, fixed at the sum of three thousand dollars, including the fees of his office commencing on the first day of July, in the year one thousand eight hundred and fifty; and in no event shall he be allowed a greater amount than said sum of three thousand dollars, so including the present fees of his office as aforesaid. Approved July 21, 1852.

RAIL ROAD MEETING IN MORGANTON.

In answer to the invitation of the citizens of Burke to the citizens of the surrounding counties to meet them in convention to concert plans for the extension of the Central Rail Road, east to Beaufort and west to the Tennessee line, the delegates from the several counties assembled in the Court House in Morganton, Wednesday, July 21st.

Upon motion to organize, Gen. Aleny Burgin was called to the chair, and J. A. Patton and J. C. S. McDowell were requested to act as Secretaries. The house being called to order, the delegates from the several counties were requested to hand in their names. The delegates stood as follows, from Buncombe 7, Burke 60, McDowell 4, Rowan 2, Rutherford 2, Wilkes 1, Lincoln 4.

Mr. Avery moved that the chairman appoint a committee, consisting of two from each county, to report permanent officers for the Convention. The committee immediately retired and in a few moments reported the following gentlemen as suitable officers:

Gen. Aleny Burgin of McDowell, President, Dr. J. F. E. Hardy, of Buncombe, A. L. Kincaid, John E. Corpening, and F. P. Glass, of Burke, Vice Presidents, J. C. S. McDowell, of Burke, and J. A. Patton, of Buncombe, Secretaries. The report of the committee was unanimously adopted. Upon the motion of Tod R. Caldwell, that the chairman appoint a committee of five to draft resolutions for the action of the Convention, the President placed upon the committee:

Messrs. N. W. Woodfin, T. G. Walton, W. W. Avery, W. M. Carson, and Jasper Neal.

Upon motion of Mr. Erwin, Esq., the Convention adjourned until 2 p. m.

AFTERNOON SESSION.

Convention met according to adjournment, Gen. A. Burgin in the chair, assisted by the Vice-Presidents. Mr. N. W. Woodfin submitted the report of the committee of five, appointed to draft resolutions for the action of the convention, viz:

Resolved, That the extension of the Central Rail Road from Goldsboro' east to Beaufort, and west to the Tennessee line, so as to connect with one of the rail roads in that State, would greatly promote the interest of the whole State, and materially add to the value of the stock owned by the State in the road now in building, while it is all important to the western part of North Carolina, and is due to this section of the State upon every principle of justice.

Resolved, That a charter should be granted by the next General Assembly of the State, authorizing the construction of a rail road from some point on the Central Rail Road to the Tennessee line, to be determined by the company after satisfactory surveys are made by their direction, and that the State should subscribe for two-thirds of the capital stock necessary to build the road.

Resolved, That it is necessary to the success of the application to the Legislature, that the survey provided for by the act of the last Assembly be made with estimates of the probable cost of the work, and that the Governor be called upon and urged to employ a competent engineer for that purpose, at the earliest practicable day, and that the President appoint a committee of three to correspond with the Governor on the subject.

The resolutions Mr. Woodfin supported in a short, but earnest speech. He said that this was merely a revival of the old project of 1833, of building a rail road through the State, favored by almost every county in the State in convention, spoke of the energetic movement made by the west in favor of the Central rail road; of the liberal support, both in votes and money, and asked if the centre would be so ungenerous as to refuse a charter, a liberal charter, to those who had befriended them in their hour of need. Mentioned the Burke and Rutherford routes, said the decision between them should be founded upon the survey and subscription. Let the Engineers and subscribers decide, but about this we should not quarrel, let us work together. The East knows nothing

of us, they imagine it is impossible to cross the mountains with a rail road. That this was a mistake, for he was certain the road would upon an average cost less than any road in the United States, but the west must show this by a real, actual survey, let some competent engineer, Maj Gwynn for instance, in whom the East has confidence, but report the work practicable, and there is no doubt about the charter. But how was the survey to be made?—The Legislature meets in a short time, and if any aid is expected from that body, the survey must be made immediately. But how? True the legislature granted \$12,000 in Cherokee funds for this purpose, but we are unable to reach it. He was tired of talking, he had spoken upon this subject for the last twelve years, and nothing had been done. Now was the time for action. Let every individual subscribe to the paper he held in his hands. This the gentleman read, viz:—

WHEREAS it is important to the interest of western North Carolina, that the survey of the route for the contemplated rail road from the Central Rail Road to the Tennessee line should be made before the meeting of the next Legislature, and whereas the collection of the Cherokee bonds appropriated for the purpose has not yet been made, but is expected at an early day. We, the undersigned pledge ourselves to advance the sums placed opposite to our respective names, for the purpose of defraying the immediate expenses of the survey, and we authorize the Governor to draw upon us at any time therefor, or to direct its payment into the Bank nearest our respective residences, subject to his order, expecting the return out of the last collection of the \$12,000 appropriated as aforesaid.

Who, he continued, will support it?—Who will advance money sufficient to make the survey? If \$2500 cannot be raised, it argues badly for us raising one, two or three millions for the completion of the road. Let gentlemen come forward and subscribe, let the survey be made at once (interrupted by cries from various quarters of put me down \$25. No. Mr. Secretary said the gentleman, put down none of their names, we wish your name. To effect it we must commence with larger subscriptions. Let Buncombe lead off put down N. W. Woodfin, \$200. J. F. E. Hardy, \$200. J. A. Patton, \$200. J. D. Roberts, \$100. J. R. Osborn, \$100. A. B. Chunn, \$100.

Here the confusion became so great that it was impossible for the Secretaries to hear who was speaking, or at any rate to select from the many speakers. But among the rest, Mr. Avery could be heard with loud voice and vehement gesticulations demanding of his fellow citizens of Burke that they should not be behind.—He said that Burke should subscribe by five, tens, aye, by twenties as much to do it, they were able to do it, and they would not allow themselves to be outdone by any one or even two counties represented in that convention.

Mr. Walton said that we had enthusiasm enough to raise any amount that might be desired, that the convention would not stop at the \$2500 asked by Mr. Woodfin, that the survey should be made, cost what it might, we must show the east that we are in earnest, and that this was the only effective way of accomplishing it.

Mr. Davis, of McDowell, said that his gallant little county would not be in the back ground, that the President had already lead off, and the rest of the delegates would give as much if not more in proportion to their numbers than any other county represented in the convention. He said that this was a great State enterprise, the greatest ever projected in old Rip Van Winkle. Every individual in the State was interested in its successful prosecution; that every light that could affect the decision of the legislature, should be placed in its possession; of these lights, none could be more effectual than the survey of our mountains, that he had no doubt about the result, but even if the Engineers should report unfavorably, that is better than suspense.

The meeting continued for some time longer to be entertained by able and interesting speeches from Mr. Tate, Dr. Dickson, Col. Mitchell, Dr. McRae and others, all of whom agreed in the importance as well as the practicability of the proposed road.

Mr. Caldwell moved that the subscribers be read over, whereupon it was found that Buncombe had subscribed \$900, Burke \$2635, Caldwell \$125, Wilkes \$100, Rowan \$100, McDowell \$1050.

The resolutions of the committee of five submitted by Mr. Woodfin were now put to the vote of the house and were unanimously adopted.

Upon motion of E. J. Erwin it was

Resolved, That this Convention recommend all the counties interested in the contemplated rail road to hold meetings and memorialize the Legislature, and be requested farther to send delegates to the next Legislature to urge their claim.

The President appointed upon the committee to confer with Gov. Reid, N. W. Woodwin, W. W. Avery and D. S. Erwin. Upon motion of Tod R. Caldwell, it was

Resolved, That the proceedings of this meeting be published in the Asheville papers, and that all other papers in the State favorable to Internal Improvement be requested to copy.

Upon motion, the meeting adjourned in high spirits and confident hopes of success.

A. BURGIN, President. J. C. S. McDOWELL, J. A. PATTON, Secretaries

Kossuth's Department.—In answer to reports circulated in New York, since the unexpected departure of Kossuth, that he had left secretly, to avoid payment of his debts, his treasurer, Paul Hajnik, publishes a card stating that every pecuniary claim against Gov. Kossuth was liquidated before he left.

DREADFUL CALAMITY ON THE HUDSON RIVER. BURNING OF THE STEAMER HENRY CLAY.

Melancholy Loss of Life.

The steamer Henry Clay and Armenia, left Albany at 7 o'clock on Wednesday morning July 27, for New York, the latter a little ahead, each crowded with passengers, the former having between four and five hundred on board. It is stated that the boats commenced racing from the start—the boats belonging, of course, to rival lines. All the landings were missed, in the eagerness of the race, until Hudson was reached. Here the Armenia made the landing first, and the Henry Clay was obliged to wait until her rival's departure, before she could get to the dock. The Armenia, of course, again got the start, taking the west channel of the river. Her competitor followed on the east side of the river—the channels being separated for some distance by a grassy flat. When the boats reached the lower end of each flat, they were abreast of each other, each striving to make the next landing (Kingston), we should suppose it to be from the description) ahead of the other. The Armenia, it will be seen, was nearest the shore on which Kingston is situated. The Clay, however, crowded her so hard that they came in collision, and ran side by side for some distance, the wheel-house of the Armenia sustaining, meantime, considerable damage.

The passengers, with the exception of a reckless few, had exhibited much alarm during the entire passage thus far, apprehending some fatal result to the hazardous race. When the boats came in collision, their alarm increased so much that several ladies fainted, and many others gave expression to their fears in loud outcries and tears. It is proper to state here, that Capt. Tallman was confined to his room by sickness, and did not assume command at all. Also, that Thomas Collyer, one of the owners of the boat, was on board. We are told that, after the collision, four gentlemen went to the persons who were in command, stating the consternation of the ladies, and remonstrating against the fearful risk to which the passengers were being subjected, and begging that the race should cease. At this time, the heat in the vicinity of the engine and boiler rooms was so great that it had become almost impossible to pass from one end of the vessel to the other. This fact was mentioned as an evidence of the hazardous efforts which were being made to secure a fruitless victory, at the expense of the comfort, if not the lives of all on board.—The remonstrances were unavailing. The reply was, that the boat was getting along very well, and that there was no danger to be apprehended. The race accordingly continued, the Henry Clay succeeding, finally, in crowding her competitor so near the shore, that she was compelled to drop astern, in order to keep from running aground. The Clay made the landing, took on board the few passengers in waiting, and secured the few dollars charged for their fare. At what price the paltry sum was obtained, the melancholy sequel will show.

As may be supposed, the feeling of those on board—a large majority of them ladies, many of whom were without protectors—had by this time become so excited, that few were prepared to act with presence of mind in the dread emergency in which they were soon to be plunged. The Henry Clay maintained her vantage and through the Highlands a short distance ahead of the Armenia. Emerging from that narrow passage, the latter fell rapidly astern of the H. Clay, which passed Sing some four miles ahead. In the meantime dinner had been served, and the passengers were grouped on the main and promenade decks, somewhat reassured now that the boats were so far separated. At about a quarter before 3 o'clock, just after passing the village of Yonkers, the thrilling cry of "Fire!" resounded from the centre of the vessel. A glance towards the engine-room showed a column of smoke pouring up from one of the batches. Almost simultaneously, the flames leaped from the hold near the boiler rooms; and in less than one minute the entire vicinity of the machinery was enveloped in flames, cutting off all communication between forward and aft. A Western steamboat Captain, who was on board, expresses his conviction that tar, resin or some other highly inflammable matter must have been in use in the boiler room for fuel, as wood—even heated as was every part of the vessel, near the machinery, by the unusual fires of the day—could not, by any possibility, have ignited and raised a dense wall of flame, in the few seconds which elapsed after the first alarm, and before communication fore and aft was cut off. This testimony is confirmed by other gentlemen with whom we conversed.

Panic and confusion now assumed the reins. The realization of the gloomy forebodings of the morning seemed to be at hand. Men, women and children, were thrown into an alarming state of confusion. Ladies were calling upon their husbands for succor; mothers clasped their children to their bosoms, with the energy of despair, as they retreated from the rapidly spreading destruction. Husbands who were on the forward deck strove in vain to reach their partners left but a moment before in the after-saloon. Groans, cries, shrieks, imprecations, and prayers, were mingled in mournful chorus. From the instant that the fire was discovered despair seemed to settle upon the hearts of a large portion of the passengers, and shut out from view altogether the hope calculated to induce self-possession and effectual efforts for safety.

A cry for "the boats" was raised; but no boats could be found. We cannot ascertain that a single yawl or life-boat was on board the steamer. If there was one such, we are assured that none was brought into use. Nor can we learn that there was any effective apparatus on board with which to extinguish a fire. At all events, every effort to save the vessel became so utterly hopeless, within five minutes after the flames broke out, that it was abandoned, and the steamer's head was turned towards the east bank of the River in order to run her ashore. The necessity for this movement at the earliest moment was fully apparent. Already were the wheel-houses wrapped in flames; the engines had been driven from their posts; and the devastating element, fanned by a stiff South wind, was sweeping rapidly towards the after saloon, where the greater number of the passengers were located. The dense volume of smoke, too, was blown directly aft, laden with burning cinders, and subjecting them to imminent danger of suffocation. In the meantime, the despairing shrieks for help seemed to be re-doubled. It was instinctively seen that as the steamer would strike the shore bow on, there being no communication from aft to forward, even the approach to the River's bank gave but little hope to the helpless women and children who were astern. And there they stood—the young and the old—batting, inch by inch, with the flame, suffering a thousand deaths

in the terrible struggle until the vessel struck, leaving those who were astern some 250 or 300 feet from the shore. At this time it is estimated there were nearly 300 persons huddled together on the after guards, hesitating in agony or terror whether to meet death by the flame or the flood—these dead alternatives, being the only bitter choice.

The place where the steamer struck is on the river bank, two and a-half miles below Yonkers. No boats were to be had there of any description. The Armenia bore rapidly, and sent out her boats, as also did a number of sailing vessels which were near; but at least a quarter of an hour elapsed after the Clay struck, ere any assistance came. In the meantime, the panic-stricken unfortunates had nearly all been forced over the stern into the water, where many of them sustained themselves by swimming, or by the aid of a few floating boards, until rescued from their perilous condition. Others clung to the guards of the vessel with the energy of desperation. The rudder and steering gear furnished temporary safety to others. A number succeeded in getting hold of the braces on the under side of the guards.—Several ladies threw the end of a stern line overboard, let themselves down into the water, and sustained themselves by it until aid reached them, fortunately before the line, which was on fire, had become too weak to support them.—But many others jumped frantically into the water, and sank to rise no more. A gentleman who was forward, and who got on shore soon after the vessel struck, says that not one of a number of ladies—some with children in their arms—whom he saw jump from the larboard side, were saved. He expresses the conviction that some fifty or sixty lives, at least, were lost. We wish we could add that little reliance could be placed on his statements; but of all those with whom we conversed, he seemed the calmest and most likely to be well-informed. We heard of but one person who is supposed to have been burned to death; one child, we are told, was seen to fall beneath the flames in the after saloon. A Mr. Way, of Wellsville, Ohio, was among the passengers. When the Clay first struck he swam ashore, procured a raft of several loose boards, and returned to save his wife. The drowning creatures about him, in their struggles for safety, broke up his raft and compelled him to abandon it. The loose boards sustained quite a number of the sufferers above water until help came. Mr. Way got under the steamer's guard again, and sustained his wife and two other ladies until the small boats came up.

Before the Engineer, (Mr. Jacob Zimmerman,) was compelled to leave his post, he arranged the valve properly and left the machinery in full motion. The engine worked well until the vessel struck, when the machinery stopped with a crash, probably from the giving way of the timbers supporting it. When the engineer and firemen reached the forward deck, they fell, overpowered by the heat and suffocation to which they had been subjected.

THE MASS MEETING AT LUNDY'S LANE.

A more appropriate opening of the campaign for Gen. Scott could scarcely have been devised than that which took place a few days ago at Lundy's Lane—the scene of the gallant hero's early glory where he first poured out his blood in his country's cause. We speak of it as the opening for the campaign for the Presidency, because it has fairly started that flood-tide of enthusiasm which is to go on increasing in volume and force until it has borne the chosen of the people to the high position of official honor commensurate with the high place he already holds in the regards of his countrymen.

We observe that the Washington Union is alarmed at the grand demonstration just signaled at Lundy's Lane; and for want of other means to break the imposing effect of that great gathering, it undertakes to dispute the title of Gen. Scott to be regarded as the hero of the memorable battle fought on that spot. This mode of disparagement argues a degree of desperation which foretokens the anticipated loss of a declining cause. We do not care to go into any exposition of the fact which the Union denies—since the records of history and the hearts of the people can bear sufficient testimony to the achievements of Gen. Scott on that occasion. It was the inauguration of his glory; and whatever share of the honors of that victory may be due to others—and there were honors enough acquired to confer fame upon every one who then and there so nobly sustained the American name—the part which Gen. Scott had in the conflict is too well known to admit of any controversy as to the pre-eminent distinction won by him on that bloody field.

But the grand celebration at Lundy's Lane is but the beginning of a series of great gatherings of the people in immense masses; and if such meetings are made the occasion of military reviews and encampments, to add to the zeal and to the perfect discipline of our volunteer soldiery, the interest of such scenes will be much enhanced. No doubt we shall hear a great deal from adverse journals in reprobation of the military feeling—a great deal in the way of denunciation against military chieftains, because of the enthusiasm which must be excited in favor of Gen. Scott by these reviews, encampments and mass meetings, and because of the want of military prestige on the part of Gen. Pierce. Still the movements will go on—the masses will meet, and the hero who has exalted the glory of the American flag in the hard fought battles of the Canadian frontier, during the last war with England, and more recently in the perilous fields of Mexico, will become more and more endeared to the American people. No one can tell how soon the country may be called upon again to have recourse to the military prowess of her gallant soldiers for the vindication of her rights and her honor; and in the meantime she will know how to cherish the heroes who have already defended both.

Balt. American. The Liquor Merchants of Newport are selling off their Stock as fast as they can. During the last two weeks one firm has put up five hundred demijohns. This is beside what they have sold in large quantities. The business of liquor-selling will be a bad investment in Rhode Island shortly, owing to the Maine law.

THE CAROLINA WATCHMAN.

Salisbury, N. C.

THURSDAY EVENING, AUGUST 12, 1852.

FOR PRESIDENT, GENERAL WINFIELD SCOTT; OF NEW JERSEY.

FOR VICE PRESIDENT, HON. WM. A. GRAHAM, OF NORTH CAROLINA.

ELECTION RETURNS.

Below we give the returns of the election on Thursday last, as far as they have come to hand. We have heard, as regards the Governor's vote, from about 30 Counties, in which Reid's clear gain was 804. The Whigs have gained 12 members to the Legislature, and the Democrats 5. From present appearances, it is likely that the Whigs will have a majority on joint ballot, thereby securing a Whig United States Senator.

Table with columns: SENATE, COMMONS, and PRECINCTS. Rows include Salisbury, Morgan, Neely's Mill, Litaker's, Harkey's, Atwell's, Mt. Ulla, Gold Hill, and Sheriff—Caleb Klatts, 1188, re-elected without opposition.

CABARRUS AND UNION.

Senate.—Col. Palmer, Whig. Commons.—William S. Harris, and John Shimpoeh, Whigs. Governor.—Kerr 714; Reid 441. Sheriff.—M. M. Plunkett.

ORANGE AND ALAMANCE.

Senate.—Capt. John Berry, Democrat. Commons.—Josiah Turner, Jr., and Samuel F. Phillips, Whigs, and Dr. Bartlett L. Durham and John F. Lyon, Democrats. Two Whig gain. Governor.—Kerr 1528; Reid 1796. Sheriff.—Mr. Jones.

MECKLENBURG AND UNION.

Senate.—Maj. Green W. Caldwell, Dem. Commons.—John M. Ingram, William Dunn and James Black, Democrats. One Democrat gain. Governor.—Kerr 731; Reid 1421. Sheriff.—T. N. Alexander.

LINCOLN, GASTON, AND CATAWBA.

Senate.—John F. Hoke, Democrat. Commons.—William Lander, J. H. Wheeler and H. Sherrill, Democrats, and Jas. A. Caldwell, Whig. One Whig gain. Governor.—Kerr 808; Reid 1934. Sheriff.—J. W. Lowe.

GUILFORD.

Senate.—John A. Gilmer, Whig. Commons.—Calvin Johnson, David F. Caldwell, and Calvin H. Wiley, Whigs. Governor.—Kerr 1524; Reid 480. Sheriff.—W. A. Winbourne.

WAKE.

Senate.—Wesley Jones, Dem. Commons.—Romulus M. Saunders, Gaston H. Wilder, and William A. Allen, Democrats. Governor.—Kerr 1102; Reid 1561. Sheriff.—William H. High.

BURKE.

Commons.—W. W. Avery, Dem., and Dr. S. Erwin, Whig. Governor.—Kerr 1216; Reid 489. Sheriff.—Mr. Duckworth.

RUTHERFORD.

Senate.—John G. Bynum, Whig. Commons.—Dr. L. A. Mills, and Col. C. J. Webb, Whigs. Governor.—Kerr 1106; Reid 590. Sheriff.—Mr. Kilpatrick.

DAVIDSON.

Senate.—Samuel Hargrave, Dem. Commons.—James M. Leach and William Harris, Whigs. Governor.—Kerr 951; Reid 746. Sheriff.—J. P. Stimson.

ANSON.

Senate.—Purdie Richardson, Whig. Commons.—A. J. Dargan and Mr. Tolson, Whigs. Governor.—Kerr 1088; Reid 513. Sheriff.—W. W. Wilkins.

STANLY.

Commons.—Mr. Furr, Whig. Governor.—Kerr 896; Reid 80. Sheriff.—Mr. Marshall. Stanly votes with Cabarrus for Senator.

CUMBERLAND.

Senate.—Col. Alexander Murchison, Dem. Commons.—Hon. J. C. Dobbin and G. W. Pegram, Democrats. Governor.—Kerr 783; Reid 1388. Sheriff.—Alexander Johnson.

IREDELL AND ALEXANDER.

Senate.—Dr. Parks, Whig. Commons.—Dr. Adams, W. Turner, and Vander Teague, Whigs. Governor.—Kerr 1035; Reid 393. Sheriff.—J. A. Rosebro'

STOKES AND FORSYTHE.

Senate.—Mr. Barrow, Democrat. Commons.—Messrs. Waugh and Marshall, Democrats, and Mr. Matthews, Whig. One Whig gain. Governor.—Kerr 1132; Reid 1481. Sheriff.—Wm. Flynt.

SUPERIOR COURTS.

The Judges of the Superior Courts of Law will ride the ensuing Fall Circuits in the following order:

- 1. Edenton, Judge Manly
2. Newbern, " Battle
3. Raleigh, " Settle
4. Hillsborough, " Dick
5. Wilmington, " Caldwell
6. Salisbury, " Ellis
7. Morganton, " Bailey

SCOTT AND

"Look upon this party

Shall the Whig party Scott? If they do not, what ought they to do

These are questions of apprehension, influence of the Whig party than idle to suppose unite upon the platform after having withdrawn regularly accredited platform. And then er they go over to the other they hang by the necks from the pulpit sufficient reason to ever voted for General Taylor should Scott. In point of political information is certainly very diverse occasions some of the most functions which the executive government involving no less a country and party these occasions he acquitted himself and discretion, is far from being grades of station in the Constitution the rights of the are secured by the dictated in the see no ground Besides his own his letter of acceptance of a leading Gov. Cleveland spirit of accusation that account to have the doubly associations and intercourse with is but one habit In this connection objection urged by Messrs. Toombs, and while upon the we have little the two of these gentlemen to act towards the not be soon forgotten session of Congress electing a democratic Speaker. And against the dictation members of Congress election of President ifest that a large parties in that body to control the election. The party country at least, resentful of this and both parties gooned into a corner. And we may be so, that the special behalf of General helping him in the matter of the protests beside, the measure, was flimsy pretence not fairly and reform of the Whig fair, manly, and Whig Manifesto cavil or distrust other peurile dissidents, we could scarce charity to believe proceeding. But tent members of think of the latter it that a general ed by the party favor of its endorsement of the Now then let Will the Democrats acceptable to the pass by the service claim for Congress as we have far upon General Secretary success. liberal views of slaves. We are many honest and the same harsh We think, however General Pierce, when he charged offense against has the common ject? The com never been in force as every tyrant is in force in New States have applicable to the tants. But what in North Carolina mon law of New of the States? The occasion re the moment com