THE PROSPEROUS CONDITION OF CHARLOTTE.

As an evidence of the prosperous condition of Charlotte, at this time, we may mention that our enterprising townsmen Taylor & Allison have four machines for manufacturing Brick, by which they are able to turn off forty thousand a day, and yet they cannot supply the demand. A few days since a gentleman, one of the Directors of the Branch Bank of the State applied to them for brick, at $7 per 1000 at the kiln, for building a bank house, and was turned off; they alleging that they could not more than fill the orders which they already had. These gentlemen have a large number of hands at work, and still advertise for more. They are now engaged in building a very large 4 story Grist and Saw Mill for Mr. Leroy Springs, nearly two squares east of the public square, which, when finished, will long endure as a monument of their architectural skill, and of the public spirited liberality of its owner. And whilst Messrs. Taylor & Allison are fortifying the prosperity of the town about the centre with brick and mortar, our skilful and energetic carpenters, Rudisill, Ross, Ristler, Jarrett, Berryhill, and others, are building up and extending its external limits with a large number of private residences, according to the most approved and tasteful models of modern architecture; thus rapidly precipitating our town into size and appearance of a city. In addition to this flattering prospect, we may say, and safely say, that there is not a more thrifty, prosperous, and industrious class of farmers in the world than those of old Mecklenburg. They all have as much money as they want, are surrounded with an abundance of all the comforts of life, and even approach a degree of style in their manner of living, rarely to be met with in any community in any country under the Sun. So much for the great advantage of rail roads when the country is blessed with the smiles of an approving Providence.—*Char. Whig.*

Two hundred thousand dollars in silver change have been recently sent from the Philadelphia mint to the State of Virginia for the purpose of aiding the commencement of the operation of the small note law passed by the last Legislature of that State.

☞ Mr. Bragg addressed a few of the people of Rowan at Gold Hill on Monday last. The company assembled in a small school house.

CONNECTICUT.—The House of Representatives of Connecticut has passed the following resolution by a vote of 129 to 58:

Resolved, That this General Assembly disapprove of the recent legislation of Congress by which the 8th section of the act approved March, 1820, prohibiting slavery in the territory ceded by France north of 36 deg. 30 min., was declared inoperative and void.

ROME AND GREECE.—The New York Express comments in eloquent terms upon the occupation of Rome and Greece by France. But what more fitting duty for French armies than to stand sentinel over the sepulchres of ancient liberty?

CONSCIENCE.—Rev. J. V. Himes, one of the leaders of the second adventists in 1843, has no confidence in the calculation that the end of the world is to be come in 1854.

Telegraph in the Mediterranean.—The cable for the Medditeranean electric telegraph has just been completed in England. It is 110 miles in the length, and weighs about 800 tons.

A French sea captain, lately returned to France from Madagascar, has brought home with him two enormous eggs. The natives assured him that the birds which lay these eggs still exist in the interior of the island, and are large enough to carry off a cow.

A mountain of Spanish brown, estimated to be sufficient to supply the world for centuries, is reported to have been discovered in the vicinity of Elyton, Ala.

Snow is still lying in the woods back of Montreal, a thing not known in June for the last 27 years.

Sophistry is like a window curtain—pleases as an ornament, but its true use is to keep out the light.

BED BUGS.—A lady friend informs the editor of the Mobile News that this interesting visitor may be effectually and instantaneously destroyed by a strong solution of Epsom Salts.

Dreadful Shipwreck.—A letter dated at Lima on the 11th of May says:

"On the 1st instant a most shocking accident occurred on this coast. A large armed ship, belonging to the Peruvian navy, called the Mercadio, had been sent to a small port some three leagues north of Callao to bring up troops. The steamer Sennac was sent with orders to tow the Mercadio back to Callao. The tow-line broke, and the ship drifted against a rock, where she bilged, and, [illegible] sank, carrying down with her 800 men, 731 of whom perished, the captain and most of the officers among them."

ABOLITION CRAZINESS.

The Society of Friends in Pennsylvania, New York, New England, Michigan, and Canada propose to establish a "free [illegible] store," and use nothing but the products of free labor. Why not go in for wool altogether?

A correspondent of the Syracuse Standard, writing from Rochester, New York, says that "Fred" Douglass, the negro, is to be brought forward for Congress in the M[illegible] district, New York, and expresses the opinion he will be elected.

SCOTCH GIRLS.

A hundred or more Scotch girls recently arrived, have gone to work in the [illegible] mills. They were sent for [illegible], we believe, are considered as belonging to the best class of factory operatives. They are industrious, thrifty, and economical. They are the veritable Yankees of Britain.

[Correspondence of the Charleston Courier.]

COLUMBUS, (GA.) June 7, 1854.

A DUEL.

Messrs Editors: I had the misfortune on last Saturday afternoon, as I was passing along the road from Marion, Miss. to Mount Sterling, Ala., to witness the fighting of a duel between Gen. J. C. Saunders, of Alabama, and Judge Evans, of Mississippi.

Five rounds were fired; the first round, General Saunders received a ball in his left arm, but the bone was not injured nor any blood vessel ruptured. The third round he was again slightly struck in the right breast, the ball passing just under the skin. No fears are entertained, however, from his wounds.

The fifth round Judge Evans was shot down and dangerously wounded, the ball entering his breast. The difficulty seems to have originated from very harsh language used by Gen. Saunders, in reply to a speech that Judge Evans made before the Literary Society of the Western Military College in Alabama.

Some twelve months ago the Society appointed Gen. Saunders to deliver the annual address, to take place last April. A short time after he was appointed he left the State and went to Charleston, S. C., where he remained until about the first of April. When he returned he found that Judge Evans had been appointed in his stead to deliver the address.—The day arrived, and these two gentlemen both attended the school, and both made speeches, *able speeches*—Evans speaking first. In the course of his remarks he alluded to the General's leaving so soon after receiving the appointment the year previous, and stated that "he fled from the undertaking." Gen. Saunders, in reply, stated the reasons why he left, and gave the lie to Evans' assertion, and used other very abusive language to the Judge, which resulted that evening in a challenge.

Judge Evans is a native of Charleston, S. C.; he left there when quite young and went to Mississippi, where at the age of 23, he engaged in the practice of law and soon became distinguished in his profession, and at 27 years of age he was elected Judge of the Circuit Court. He has a wife and three children. General Saunders is a very young man, not more than 24 years of age, but possessed of great ability and extraordinary talents.—He is a farmer, and a native of North Carolina; he has no wife nor children.—It is indeed very bad that difficulties of so sad a nature should occur between such men, men who bid fair to be shining lights to their country.

This duel was fought in Mississippi, near the State line.

Irish Riot at Ottawa, Ill.—Seven Men Shot.—We learn from the Chicago Democrat that an Irishman, at Ottowa, Ill., went on board of the canal boat Flying Cloud, on the 6th instant, and seeing a pet dog of the captain's lying on the deck, kicked him severely and threw him into the canal—as might have been expected, the captain (who was in the cabin at the time,) on coming on deck and learning what transpired, became very indignant, and threatened to treat the guilty party in a similar manner—upon which the Irishman dared him to do it. The captain then knocked the Irishman down, it is said, three different times, and was on the point of throwing him into the canal when the bystanders interferred and separated them. The captain soon after started for Chicago with his boat.

In the meantime a number of Irishmen, twenty-one in all, we see it stated, started after the boat in wagons, and succeeded in overtaking him at Ottowa. Here the captain went ashore, accompanied by one of his crew, for a team, and was soon afterward attacked by the Irishmen in a body. The man with Captain Brown discharged a revolver at the crowd which took effect, wounding one man, and then retreated, leaving the Captain alone.—Finding his life in danger and no hope of escaping. Captain B. discharged his revolver six times, every discharge, we learn taking effect on his assailants, six of whom were shot, exclusive of the man shot by his companion, making seven in all.

A REVEREND PROFLIGATE.

The Wadesboro' (N. C.) Register says that it learns that the Rev. Wm. T. H[illegible], of the Government street Presbyterian Church, Mobile, a clergyman who has gained great celebrity in many parts of the Union for his ability and eloquence, has been compelled to leave Mobile on account of certain disclosures having been made which showed that he has led for some time past a career of unbridled licentiousness and profligacy, causing the ruin of several unsuspecting females, [illegible] to which, as a minister of the Gospel, he was naturally entitled. The Register says that he [illegible] him.

The Philadelphia Inquirer says that it has generally been supposed that labor is cheaper in the Northern than in the Southern States. According to the Patent Office Report of 1851, the average cost of the labor of men employed in cotton manufactories in Massachusetts is $22.50 per month, of females $[illegible]. The cost of labor in the manufactories of South Carolina, according to the same report, says the Inquirer, less than half of what it is in Massachusetts, taking the average of the labor of both sexes. If this be true, we should like to know why the South cannot succeed in manufactures. We have the cotton at hand, and can wear it fifty per cent. cheaper than our Yankee brethren. We see the difficulty, [illegible] [illegible]

A Pretty Change.—A [illegible] [illegible] When [illegible] [illegible] it was observed [illegible] [illegible] it clinging to the [illegible] of the [illegible] who sat on the seat with her! They [illegible] looked as innocent as if they hadn't been doing nothing.

Carolina Watchman.

SALISBURY, N. C.

THURSDAY EVENING, JUNE 22, 1854.

FOR GOVERNOR,

GEN. ALFRED DOCKERY,

OF RICHMOND COUNTY.

☞ C. C. McCRUMMEN is authorized to collect subscriptions and other claims due this Office.

☞ We are authorized to announce Major JESSE THOMASON as a candidate for the office of High Sheriff for the County of Rowan.

☞ We are authorized to announce CALEB KLUTTS as a candidate for re-election for the office of High Sheriff of Rowan County.

☞ We are authorized to announce MARTIN JOSEY as a true Republican candidate for the office of High Sheriff, for the County of Rowan.

☞ We are authorized and requested to announce WILLIAM F. TRAVES as a candidate for the office of High Sheriff of Rowan County, at the ensuing August election.

☞ THOMAS A. KERR announces himself a candidate for the office of Sheriff of Iredell County, at the ensuing August election.

GENERAL DOCKERY'S SPEECH.

The candidates for Governor met here on Tuesday, according to notice, and General Dockery addressed the people. Owing to the illness of Mr. Bragg, being obliged to keep his bed, he did not make his appearance.

We have seldom heard a speech, which for good sound sense and force, excelled the effort of General Dockery. He is not a pretty speaker—attempts no sublime flights and revels in no regions of fancy, but like a plain, practical man as he is, addresses himself to the common sense of his hearers in a manner which all can understand, on subjects they can comprehend—leaving clear and distinct impressions of his positions, and of what is right and wrong in respect to the particular measure advocated or condemned.

He is now, and for many years has been, in favor of Free Suffrage. He prefers the Conventional mode of amending the Constitution because that mode is more speedy and safe, and consequently cheaper; and is freer from the influence of party;—because in choosing men for that especial purpose our best and wisest men will be selected irrespective of party, and the results of their labors will be more apt to look more particularly to the lasting interest of the State. No man can controvert these positions, we think; and they make up an argument in favor of the Conventional mode over that of Legislative amendments, which it becomes all candid friends of the State seriously to consider before they reject it. If they desire a change in the Constitution let them not commit it the hands of the small party men who are too often sent to the Legislature; but let them choose the wise, the venerable, the discreet, the honorable men of the land, who look more to the future prosperity and glory of our good old State, than to the success of parties. We beseech them to consider these things, and to act as they will wish to answer at the bar of conscience.

General Dockery is in favor of fostering our Common Schools. He believes there is many a farmer's son—many a boy now in the ashes of the poor man's cabin, who, if properly instructed, will come out of obscurity bright, intellectual and useful men—many rough pebbles scattered throughout the State, which only require the skill of the artist to bring to view their great intrinsic worth and their sparkling beauties; who, in time, shall adorn the State, and by their genius and intellectual power advance her interests—uphold and defend her. His competitor, said Gen. Dockery, made professions of good will to Common Schools, but was opposed to one of the greatest means in our power for rendering them efficient, and to that extent his profession and practice failed to run together.

He was now, and had been for many years, in favor of Internal Improvements—was one of its earliest advocates—when it was made the subject of ridicule, and its friends had to encounter strong prejudices and opposition from men of all parties; that he had uniformly advocated it up to the present time. He was in favor of the extension of the North Carolina Rail Road East and West—believed it [illegible] to the development of the resources of the State, and that the future prosperity of the State was largely depending upon it. Mr. Bragg, he said also professed to be in favor of Internal Improvements; He had asked him how [illegible] became its friend—was it [illegible] or the day after his nomination for Governor? or did he take the [illegible] with internal improvements [illegible]. He had asked him for some [illegible] of that friendship—some speech [illegible] some aid he had contributed for some internal improvement work, either by speech, vote or subscription, some where, any where: That up to this day his competitor had failed to show any thing he had ever done or said to [illegible] friendship for such works, but [illegible] attacked him for advocating [illegible] that would ruin the State. [illegible] General Dockery said he wished [illegible] with his fellow citizens, [illegible] it was impossible to complete the North Carolina Rail Road and [illegible] Eastern and Western extensions without its costing a good deal of money, and he knew his fellow citizens [illegible] expect it. These things were [illegible] cost money, and it must be paid. And this brought him to consider the public land question.

If the people of North Carolina wanted help to pay for these improvements and to render her Common Schools more efficient, they ought by all means to demand North Carolina's share of the public lands. We had a clear right to a portion of those lands or their proceeds, and if we could get it, it would at once relieve the State of a large portion of the cost of our improvements, and enable us to accomplish any great scheme for the good of the State. He was astonished that the people did not look at this great question as its importance demands. They ought to see that unless they come forward and urge their claim, they would never receive any thing. They ought to see how the politicians in Congress were squandering this great treasure for party purposes—how they were giving away the public domain to the new States by millions of acres every year, to the detriment and wrong of the old States.

His competitor occupied the very opposite ground to himself on this question: He was opposed to the only practicable measure of justice to the old States, to wit—the distribution of the public lands or their proceeds. Every man must be satisfied it was the only way in which we were likely to receive our share, as every one must see that the same system of squandering would be continued—it had been almost engrafted as a system upon our government: precedents and the new States were becoming so strong, that unless the old States made an early and stern demand of their rights, the time would come when it would be too late to accomplish any thing, and the people would be left the consolation of unavailing regrets.

But it is vain for us to attempt even an out-line of General Dockery's speech. In what we have said, there is no aim at giving his words. Nor yet have we been able to give the substance of his remarks on the topics here mentioned. It is enough to say that General Dockery surpassed the expectations of his political friends. They were wel pleased with him, and his visit will doubtless result in good. The democratic leaders may sneer as much as they please, and may ridicule General Dockery to their heart's content, but it will do no harm to the old farmer of Pee Dee. He is one of the people—a plain-spoken honest man, who fearlessly avows his sentiments, clearly and forcibly. He not only convinces the minds of his hearers, but animates their feelings and enlists them warmly in the success of the measures he advocates. Rely upon it, General Dockery will hear a good account from this section of the State at the August election.

Rail Road from Wilmington, West.

There can be very little doubt but Wilmington will form a rail road connection with the North Carolina Rail Road, somewhere in this part of the State. Her attention is at present directed to Charlotte, and there is to be a great Convention at that place on the 4th proximo, to talk over the matter, and probably to take such preliminary steps as the case may require.

Another part of this movement, contemplates an extension of the North Carolina Rail Road, West, from Charlotte. It is generally agreed to, we believe, that there must be a Western extension of the North Carolina Rail Road, and that it must start from some point between Greensboro' and Charlotte. The precise point will not be known, we presume, until the meeting of the next Legislature, upon whom it will devolve to pass a charter and designate its terminal points. Unless, therefore, the people of Wilmington and Charlotte have resolved to construct the works which they are at present considering, without regard to the action of the Legislature in reference to the Western extension, we are inclined to believe our Wilmington friends will not go so far in their present pursuit, as to exclude the possibility of giving a different inclination to their Road West. We of Salisbury, have all along flattered ourselves that the Western extension would start from this place—the position of our town being peculiarly favorable for it. And if the Legislature should determine upon this point, it would certainly be more to the interest of Wilmington to form a connection here than at any other on the line.

There already exists an amount of business association between Wilmington and this place, largely exceeding that with any other town in this part of the State, and with a direct connection by rail road, it is evident it must be greatly increased. If the Western trade is an object worthy the attention of Wilmington, could she possibly do better than to come here? If the travel is any part of her aim, would she not be more likely to succeed by a road to this place, than by building one which would draw from her Manchester like a portion of the travel that now reaches her by that route?

These are mere glances at the subject, but are intended to direct the attention of our Wilmington friends to more extended examination and reflection. The people of this section are sensible of the importance of the present movement, and will in due time take some action with reference to their particular interest, and what they believe to be the interest of the State; and they hope their Wilmington friends will be prepared to meet them with a degree of encouragement equal to the merits of the subject.

RAIL ROAD FROM WILMINGTON TO THE WEST.

It is quite natural, and highly commendable, that Wilmington should desire a better connection with the western part of North Carolina, to say nothing of the Mississippi, than that which she now has, or will have when the N. C. Rail Road shall have been completed. All her enterprises have proved to be productive of trade, wealth, and population. And those already completed will be as nothing compared with the results of a direct connection with the West.

The question is, in what direction shall that connection be?

We had an opportunity recently of hearing from one of the most liberal and intelligent merchants which that or any other community can boast of, that he favors a rail road from Wilmington to Fayetteville, to connect with our Western Road to the Deep River Coal Mines, and thence to the N. C. Road, at the Eastern terminus of the Western extension. And we learn that a correspondence has been going on between himself and a gentleman here on the subject. And further we understand from the paragraph which we quoted in our last from the Wilmington Journal, that some such views were presented to the late meeting in that town to consider of the proposed road to Charlotte. These facts induce us to say a few words, which in their absence we should consider wasted, in support of the connection via Fayetteville.

There was a time when we thought the idea of a rail road from Wilmington to Fayetteville was supremely ridiculous.—That was when no *successful* rail road existed in the State, and when the experiment of running a rail road on the banks of a navigable stream had not been made, much less shown to be eminently successful: and when our means could be better employed than in opening a channel where Nature had already placed one which answered the purpose tolerably well, to say the least. But that time is past. We should be glad to see such a road connecting these two towns. Not that we suppose much aid would be given here to build it. All the means that Fayetteville can command, and much more, would be more judiciously applied in endeavoring to reach the West.

We will suppose that Charlotte is the point desired to be reached from Wilmington. The distance, by an air line, measured on McRae's Map of the State, is 168 miles. But to go by Whiteville, Rockingham, and Wadesborough, as proposed is 174 miles.

From Wilmington by Fayetteville, Rockingham, and Wadesboro,' to Charlotte, is 187 miles; a difference only of 13 miles. And for this difference will Wilmington forego the advantage to the projected road of our present trade and travel, to say nothing of the coal to come by Western Road, and the teeming produce of the West, which the extension of that road will pour down upon us first, and afterwards upon that place, the it Wilmington or Beaufort, which shall open her arms to receive it? Beaufort is 120 miles from here: Wilmington 75. All our intercourse is with Wilmington, and there is but little reason why we should desire it to be otherwise, except that Beaufort or Carolina City rather may come to us, and Wilmington may elect to go by us.

We regard it as a fixed fact the N. C. Road is to be extended West, from Greensborough, Lexington, Salisbury, Charlotte, or some other point to be decided on by the next Legislature. It is not less certain, we think, that our Western Road to Deep River will be extended to that point of connection. Greensborough can be reached via Fayetteville and Deep River, in about 165 miles from Wilmington, Lexington in 185, Salisbury in 133? and Charlotte, via Rockingham, &c., in 187.

It is for Wilmington to consider, whether, in endeavoring to reach the West, she will come by Fayetteville, and secure the advantages of both her projected Road to Charlotte and of that to the N. C. Road, at its point of extension West; or whether she will risk the loss of the present and prospective trade of Fayetteville by adopting another route. It is a consideration of great interest to both places, but, as we think, of far more importance to Wilmington, which alone has the decision of the question.

Charlotte is now, we believe, 280 miles from Charleston, (by rail road.) The road proposed by Charlotte to Wilmington will bring her within 208 miles of Charleston, only about 30 miles more than to Wilmington. And the construction of only 15 or 20 miles of Rail Road, from some point between Wadesborough and Rockingham to Cheraw, might secure to Charleston most of the Road proposed to be built to Wilmington.

There are other considerations connected with the subject, but we have probably said enough to induce the people of both towns to think for themselves about it.—*Fay. Observer.*

GOOD!—HIT HIM AGAIN.

In a recent discussion between Messrs. Dockery and Bragg, it became necessary for the former to notice the ridicule of the *Standard* and other locofoco papers heaped upon his head for pronouncing a few words after the old style, and not in accordance with the latest fashion. The General told the people that when young he had the misfortune to be too poor to go to School, and that the learning he now possessed was the result of self instruction. He said that he knew the disadvantages under which poor children lived, in getting education, and hence his desire for North Carolina's share of the Public Lands, so as to enable the State to educate all her children.

Mr. Bragg, in reply, thinking that the General's allusion to his poverty, in by-gone days, (said to have been so heart touching as to draw tears from many an eye,) was calculated to "make" in the old Wagoner's favor, (Dockery was raised a wagoner,) sought to do away the effect, by telling the people that he (Gen. D.) lived in one of the finest brick houses in Richmond county.

Gen. Dockery admitted that he lived in a brick house, and a pretty good looking one, too; "but," said he, exhibiting two very large, yellow looking hands, "fellow citizens, these sunburnt hands helped to mould the brick and build it."

Mr. Bragg had nothing more to say about *that house*. Hit him again old gentleman.

Milton Chronicle.

There is more truth in the assertion of General Dockery about helping to build that house than the Democrats will be likely to give him credit for. The mason who contracted for the job, an honest Democrat, resides in this place, and vouches for the fact, that General Dockery helped to carry up the bricks to the workmen who were building it.

COAL.—A Philadelphia paper remarks that notwithstanding the high prices of coal, the demand is still greater than the supply. It is calculated that the demand for coal on the Atlantic seaboard, during the year 1854, will exceed the supply 500,000 tons.

The Columbus Enquirer says it is safe to assume that the annual loss of property from steamboat disasters on the Mississippi, exceeds rather than falls short of three millions of dollars.

From the Raleigh Register.

A FEW PLAIN QUESTIONS FOR THE "STANDARD."

1. You have assailed Gen. Dockery for voting in the Convention of 1835 to continue to free negroes, under certain restrictions and qualifications, the right to vote. CHARLES FISHER voted with him. Would you have supported *him* for Governor, had he been nominated by "the Party?" Was he not at one time your favorite for the United States Senate?

2. ASA BIGGS, Esq. voted with him also. Were you a resident of his Senatorial District, would you vote for *him?* He is now a Candidate for the State Senate.

3. KIMBROUGH JONES, Esq., of Wake, gave a similar vote. Would you vote for *him* were he nominated by your Party for the Legislature?

4. JUDGE DANIEL voted in the same way. Would you have refused, on this account, to support *him* for the Supreme Court Bench, to which he was an honor?

5. GEO. BOWER, Esq., of Ashe, voted side by side with Gen. Dockery. How often have you extolled to the skies this same Geo. Bower as the "wheel horse of Democracy," and did rumor tell the truth when she said, that you were perfectly willing to support *him* for Governor?

6. WM. P. DOBSON, Esq., of Surry, was in the same box. Did you never praise *him* as a "*Simon Pure* Democrat," and worthy of the undivided support of his Party? It is said you broke out (under the most extatic feelings) "*huzza for Dobson!*" the last time he was elected to the Senate from Surry. Tax your memory, and say whether *this* be so?

7. LEWIS H. MARSTELLER, Esq., of N. Hanover, also voted with Gen. Dockery. Did he not belong to your "Executive Committee" a few years since, and did *you* not, with numerous others of your party, sign his application to be appointed Collector of the Port at Wilmington?

If you find yourself obliged, under the pressure of *truth*, to answer all or *any* of these questions in the affirmative, don't you think you ought to be ashamed, and blush a little, for assailing Gen. D. in the manner you have for *his vote?*

☞ The locofoco papers have been raising a very silly hue and cry over the fact that Gen. DOCKERY, at the urgent solicitation of friends, recently made a slight variation from his published list of appointments. We perceive, however, from the last "Salisbury Banner," that Mr. BRAGG has done the same thing. He has made an engagement to address the people at Gold Hill, Rowan, on the 19th, instead of meeting Gen. DOCKERY, at Mt. Mourne, Iredell, as previously announced. What will the locofoco press say now?—*Raleigh Register.*

TROUBLE COMING.

The Raleigh *Standard* gravely informs us that events of importance, in relation to Cuba will soon transpire. Messrs. Tyler and Dallas are to be sent over to Spain as a Special Commission, and they will "be empowered, it is said, to offer Spain a certain sum for the island; and, after representing the condition of feeling in this country on the subject, to present as an alternative of refusal to make the transfer, the probability that it will be the duty of this government, out of regard to the safety and protection of its own people, their interests and institutions, *to take and hold the island*—the sum offered, however, to be paid to Spain in good faith whenever she will receive it."

The *Standard* winds up by settling things. He wants some oranges.

"Spanish insult and Spanish arrogance will meet a stern rebuke—the day or rather night of Spanish rule in Cuba is drawing rapidly to a close."

The *Standard* seems to be pretty well posted up. Warren Winslow, Esq., late bearer of dispatches to "unfortunit Spain," passed through Raleigh a few days ago.—*Wilmington Herald.*

From the Wilmington Herald.

GRAND CHAPTER OF N. C.

This body, after an interesting session of several days, adjourned on Thursday. Delegates from various parts of the State were in attendance. The following officers were duly elected and installed for the ensuing year:

Robt. G. Rankin, of Wilmington,		G. H. P.
T. Myers,	" Salisbury,	D. G. H. P.
Z. M. Paschall,	" Oxford,	G. K.
Peter Custis,	" New Berne,	G. S.
Thos. W. Brown	" Wilmington,	G. T.
H. P. Russell,	" "	G. Sec'y.
E. M. Capehart,	" Murfreesboro',	G. M.

The Grand High Priest made the following appointments:

Jas. P. Alexander,	of Lincoln,	G. R. A. C.
Thos. Wright,	" Duplin, G. M. of the 3d V.	
G. H. Makepeace,	" Montg'ry, do. do. 2d V.	
Jas. A. Patton,	" Asheville, do. do. 1st V.	
Jas. Reid,	" Louisburg,	G. Chaplain.
H. W. Foy,	" Wilmington,	G. Tyler.

On Thursday, the members of the Grand Chapter accepted an invitation by the Fraternity of this place, and went on a pleasure excursion to Wrightsville Sound, (Bryant's,) where we have no doubt the day was passed agreeable. If good company, pig, fish, oysters, "sperrits," and sea Breezes, do not make the time pass pleasantly, what do? Answer us that Master Brooke!

The distant Delegates have all left for their homes.

North Carolina Abroad.—According to the Weldon Patriot, the Rev. Mr. Roberts, formerly of North Carolina, is the leader of the Chinese revolution. He went to China several years ago as a Baptist missionary.

Western Extension of the North Carolina Rail Road—Progress of Survey, etc.

MR. EDITOR:—As you have desired to hear from me occasionally on this subject, I will now give you another hasty sketch. I hope before the next session of the Legislature to be more at leisure, and to express my views more fully in regard to this work,—the trunk line of a great system of Rail Roads! not only for North Carolina, but in part for Virginia and S. Carolina in connection with the Western and North Western States.

I shall then give some further *reasons* why the *Watauga Pass* is by nature, and will become still more by future developments in agriculture, manufactures, and commerce, one of greater importance not only to Beaufort and Wilmington, but also to Norfolk and Charleston; and that through this Trunk line a vast commerce from the West and North West will flow: enough for all and each of the Southern Atlantic ports! I wish then to show further that the tendency of trade from the great West and North-west as it fills up, and becomes a manufacturing country, will be more and more through our Southern Atlantic ports to new and more distant settlements further South and on the continent of South America! That a Rail Road from Lynchburg to Atlanta or Columbus, running along at the base of the mountains, a line near the coast, and one or two others crossing the State, will only be feeders to this great Trunk, instead of tapping the wealth of our State for the benefit of others as some new-school disciples in political economy would have us believe; and surely it will not be admitted that North Carolinians are less enterprising than their neighbors: or that the State is not just as able to build a system of Rail Roads as other States which are now enjoying the benefits of such a system.

The Watauga route is now being surveyed by a very competent and energetic engineer, (assistant of Maj. Gwynn,) and is completed from the the Tennessee line to the Blue Ridge with a good route for the mountains, and a fair prospect of getting a practicable route through the Blue Ridge. The Tennessee part is also being surveyed by the East Tennessee and Virginia Rail Road company, under the directions of Mr. Owen, who reports very favorably of the route from state line to intersect at or above Jonesborough, Tennessee.

As evidence of the value of the mountain region traversed by this line, it may be interesting to many to know that there is not one mile on any part that does not pass through or along side of valuable lands for farming and grazing; and in less than three years will be dotted closely with new improvements.

It is unfortunate for our State that owing to the want of Public Roads in that direction so little is known of that region of country. It is not strange, however, in the absence of such facilities, that this portion of our own State should be so little known and appreciated, and that its great natural resources should be so little developed compared with other counties west of the Blue Ridge to which the State has been more liberal.

The counties of Ashe, Watauga and Yancy embrace a large extent of the most fertile and valuable lands, much of it as rich as the cane break lands of Alabama, and contains perhaps a less proportion of unproductive land than any section of equal extent in the State, many of the highest mountains (without cultivation,) being decorated by nature to their summits with rich pastures of blue grass and clover; and yet our Eastern people seem to contrast this broad and beautiful section to the size of a small Eastern county. And the whole trans-mountain region to the size of two or three at most, although larger than several of the States, and greater in natural resources!

Buncombe, with its beautiful scenery and high state of culture *comparatively*, which they have seen, together with its enterprising citizens, seems to our Eastern people about all that is of much value beyond the mountains!

It is even true that the different portions of this extensive region are almost as much estranged from each other as the East is from the West. As evidence of this fact, the sprightly and talented editor of the "Asheville News," who has been honored with a seat in our Legislative halls, in an editorial as late as the 25th ultimo, in commenting on the Whig resolution in favor of extending the North Carolina Rail Road East and West, says "could it not be extended *West up the Watauga by a practicable route, and never touch the counties West of the Blue Ridge!*" and asks if that is the plan of the Whig party? etc.,—forgetting I suppose that the counties of Ashe, Watauga and Yancy are about equal in extent, and greater in natural resources than the valley of French Broad. This valley too is all that can be claimed for the central Road in that direction even by a restrictive policy towards S. Carolina and part of our own State which will vanish ere long like chaff before the wind amidst our Republican Institutions; and surely no one will be bold enough with the map before him to claim any of the counties beyond that valley, lying as they do, upon the route of the Blue Ridge Rail Road, leading directly to Charleston and Savannah. This road, with the aid of W. H. T's plan of extending the Central Road by Duck Town to Memphis, would complete a most beautiful system beyond the Mountains for South Carolina and Georgia at great expense to our State. Asheville and the Valley of French Broad would be nearer by these roads to Charleston and Savannah, than to Beaufort by the N. Carolina Central Rail Road. Then unless the Watauga Road is built, the whole trade of the *West* will also be nearer to Charleston and Savannah than to Beaufort, and much nearer by a road leading from Asheville via Rutherford to Spartanburg! Wilmington, and perhaps Beaufort, will soon have nearer connections with Guyandotte, Cincinnati, Louisville and St. Louis, will be much more important to them! Then it does appear from these facts, that in every practical and useful view of the subject, this *Watauga route is the central route* for all the greater interests of our State, and that a Branch Road connecting with the Lynchburg and Atlanta Road, near Rutherfordton, and running through the Valley of French Board, would serve to complete a system for the *general benefit* of the citizens of North Carolina. A word to Buncombe and I am done! Would not this plan give you a choice of markets—and would not the Watauga route lying directly in the way to the other great points I have named, do much more to build up the wealth of our State and at much