

Carolina Watchman.

Devoted to Politics, News, Agriculture, Internal Improvements, Commerce, the Arts and Sciences, Morality, and the Family Circle.

VOL. XI.—NEW SERIES.

SALISBURY, N. C., FEBRUARY 15, 1855.

NUMBER XXXVIII

BY
J. F. BRUNNEN, Editor and Proprietor.
J. F. HILL, Jr., Assistant Editor.

FOR THE WATCHMAN. CLASSICAL ENIGMA.

- My 1, 2, 3, 21, 25 was one of the Cyclopes.
- My 2, 17, 18, 26, 27 was a king of Sicily.
- My 3, 21, 23, 22, 37 was one of the muses.
- My 4, 23, 25, 26, 5, 13 was a son of Erebus.
- My 5, 19, 20, 13, 9 was one of the nymphs.
- My 6, 9, 33, 38, 30, 1, 2, 12, 13 was a mistress of Neptune's.
- My 7, 8, 33, 22, 27 was an Athenian philosopher.
- My 8, 2, 39, 38 was a daughter of Theoclytus.
- My 9, 24, 23, 20 was one of the nymphs.
- My 10, 24, 11, 16, 12, 19 was Neptune's temptress.
- My 11, 13, 12 was the wife of Athamas.
- My 12, 16, 17, 37 was the author of the Roman law.
- My 13, 18, 26, 27 was a Loman emperor.
- My 14, 6, 7, 2, 23, 35, 9 was a queen of Lydia.
- My 15, 28, 14, 32, 33 was an ancient goddess.
- My 16, 34, 6, 12, 13 was a noted musician.
- My 17, 9, 4, 16, 20, 26 was the bravest of the Trojans.
- My 18, 24, 23, 11, 12, 13 was a companion of Cadmus.
- My 19, 25, 26, 27, 30, 31 was a city in Dalmania.
- My 20, 7, 11, 4, 34 were a people of Italy.
- My 21, 2, 11, 39, 37, 7, 9 was a mountain in Thrace.
- My 22, 24, 33, 28, 29, 31 was one of the muses.
- My 23, 9, 24, 26, 22, 18 was an ancient goddess.
- My 24, 23, 29, 27, 30, 18 was a rival of Diana.
- My 25, 24, 23, 9, 21, 12, 13 was a son of Cronos.
- My 26, 23, 18, 31 was the daughter of a king.
- My 27, 12, 34, 14, 19 was a famous giant.
- My 28, 31, 4, 13, 29, 31 was a title of Jove.
- My 29, 28, 34, 12, 18, 9 was a daughter of Uranus.
- My 30, 31, 36, 10, 11, 25 was a city of Umbria.
- My 31, 32, 1, 9, 6, 37, 30 invented the Testudo.
- My 32, 3, 33, 22, 3 was a town in Italy.
- My 33, 35, 18, 24, 10, 14 was one of the Fates.
- My 34, 25, 19, 16, 17, 18 was a lady of Crete.
- My 35, 25, 14, 39, 11, 24, 9 was a daughter of Uranus.
- My 36, 37, 6, 25 was a city on the Tiber.
- My 37, 6, 14, 6, 9 was a noted musician.
- My 38, 30, 16, 9, 13, 14, 21 was a Trojan prince.
- My 39, 25, 6, 14, 13 was a Pythagorean philosopher.

W. D. SOMERS, Jr.
February 3, 1855.

THE NEWS BY THE PACIFIC— RUMORS OF PEACE.

The main feature in the news brought by the Pacific is a rumor from Vienna that Prince Gortschakoff has agreed on behalf of the Czar, to accept the interpretation of the four points given by the three allied Powers. Hence, it is said, there is a prospect of a restoration of peace.

Supposing this rumor to be based on fact, and unconnected with operations on change, there would be nothing actually impossible in the Czar's consenting to renew negotiations, or in the Western Powers straining a point to meet his views.—It is plain to every man who has studied the contest that all parties have been hurried into hostilities contrary to their expectation, and before they were prepared for them. Nicholas never expected that France would unite with England or that either would attack him; or he would not have been in such a hurry to cross the Frith. Lord Aberdeen never expected that Russia would risk a war with Europe to carry his point. Much less did the Czar expect that Austria, on whose support he relied so implicitly, and to whose aid he had come as lately as seven years ago, would waver in the hour of need and afford his enemies at all events a passive assistance. Again, Nicholas never expected that the allies would land at Sebastopol, or Riga he was prepared to defend; but Sebastopol, as he thought, with its enormous forts, and ranges of heavy guns, eight, one above the other needed no defence. So Marshal St. Arnaud when he planned the invasion, never expected that three months would elapse, and winter overtake the army before a practicable breach had been made in the walls of Sebastopol. He counted on carrying the place by a coup de main. In short, from the beginning of the dispute to present time, all the anticipations of all parties have turned out just the contrary of what they hoped or apprehended. Under these circumstances what is more natural than that some effort should be made to establish a truce—a breathing time—to enable each party to weigh the question in its present altered form, and accustom itself to contemplate its neighbors and their new and unexpected attitude?

There is Russia—for instance—trust leading into a desperate war several years before she expected it. She has lost already a vast number of men; her enemy vanishes her strongest place; her navy will again be shut up all next year; her people pray in the churches for peace. A truce would be a godsend to her: if it were only to give Nicholas further time to maneuver in Germany and counteract the growing influence of Great Britain at Vienna.

THE HAMBURG RAIL ROAD.

From the Daily South Carolinian, Feb. 6.

Messrs. Editors: It is with pleasure that I have noticed the reviving interest concerning the construction of the Columbia and Hamburg road. The examinations and reports of the most practical of our citizens, last summer, proved clearly the importance of this road. Since that time circumstances have occurred to render its construction not only doubly important, but absolutely necessary for the well-being of our city.

The Wilmington and Manchester and Wilmington and Raleigh roads, seeing and appreciating the importance of securing as short a route as possible for the great line of travel, and desiring of the immediate construction of this road, have united for the purpose of building a road from Kingsville direct to Hamburg, and are at this time engaged in its survey.—The construction of that road is certain, unless some immediate measures are taken for the beginning of the Columbia and Hamburg road. The certainty of the construction of this would not only do away with the necessity of the road from Kingsville, but would, in all probability, receive very liberal aid from the Wilmington and Manchester and Wilmington and Raleigh roads.

This will be very evident from an examination of the map. The road from Kingsville to Hamburg would be not less than 80 or 82 miles in length, running across the country and involving much heavy work, and costing near if not quite \$1,500,000. From Kingsville to Columbia the distance is but 23 miles. This, added to the length of the lower route from Columbia to Hamburg, 48 miles, would give 71 miles, or only 9 to 11 miles more than the contemplated route from Kingsville. And now let the projectors of the Kingsville road appreciate the importance of distance saved as much as they will, and they will hesitate long before they will expend \$1,500,000 to save this nine or eleven miles, when their object is the same as ours. It is the object of the Wilmington and Manchester road to be independent of the South Carolina railroad, let them build a road direct from Manchester to Columbia. In this way they can save six or seven miles, and in a much cheaper and easier way than by the road from Kingsville. Should, however, the road from Kingsville to Hamburg be built, then Columbia and the Wilmington and Manchester will have changed their relative positions, and it would be as impossible then for Columbia to build the road to Hamburg, as it would be for the Wilmington and Manchester road to build theirs if the Columbia and Hamburg road was once begun. The importance of this road to Columbia is too evident to need argument. That it will place it on the great line of travel between the North and South is very clear, and it remains to be seen whether by strong and decisive action our citizens will insure to themselves the business and property that its construction will afford, or by apathy and neglect allow to pass an opportunity that will never return.

The city of Columbia and the Charlotte road are equally interested in this matter. If no other means can be provided, let them build it. The increased business that it would bring to the Charlotte road, would more than remunerate it for a subscription. At the meeting of the stockholders of that road, to take place to-day, I trust that means will be taken to secure the charter. The subscription to the road taken by the city of Columbia and the Charlotte road would have been sufficient to have done this, had it not been for the unfortunate non action of our last Legislature, in not authorizing the Charlotte road to make their subscription. But this difficulty is now removed, and we are glad to see that the Charlotte road has in its power to appropriate to this purpose the whole of the net earnings of their road for the last year, which has been expended in improving their road, and for which they have the power under their charter of issuing new stock.

Let this stock, nearly \$200,000 in amount, be subscribed, then the city of Columbia will withdraw the conditions on her subscription of \$200,000 in order to secure the charter, which requires \$200,000 of unconditional subscription. An individual subscription of \$25,000 from Columbia, \$50,000 from the country, and \$20,000 from the town council of Hamburg, will make the subscriptions of the road amount to \$650,000. In addition to this a liberal subscription will certainly be made by Augusta, and probably by the North Carolina railroads. With these subscriptions the rapid construction of the work would be assured, as a large amount of the work would be taken by contractors, to be paid for in stock.

In addition to the other subscriptions, the road would also obtain aid from the State, which has aided every road that has been begun in the State; and would certainly not depart from its liberal course in the case of so important a road as this.

I hope that at the meeting of the stockholders of the Charlotte road the interests of Columbia will be fully represented, and that we shall soon see this important work pushed with the energy it deserves.

C. H. R.

COLUMBIA AND HAMBURG RAIL ROAD.

At the late session of the Legislature, the application of the Charlotte Railroad Company for power to issue bonds to subscribe to this road was unfortunately left with the large amount of unfinished business which remained. Columbia was au-

THE HAMBURG RAIL ROAD.

thorized, and so was Hamburg, to issue bonds for the purpose, and we regret the delay consequent on the above non-action. It is hoped, at the next session, by bringing in the bill at an early day, to get it settled in time to save the charter; but we trust this proposal will not be suffered to supersede more active measures. Columbia has subscribed \$300,000, the Ridge line, or the lower line, will certainly take at least \$100,000, Hamburg \$20,000; and this leaves \$70,000 wanted to secure the charter. Augusta will surely subscribe, and North Carolina is deeply interested in this road; and the Danville road will, no doubt, make an effort to aid an enterprise so vital to its interests.

The North Carolina roads connected with the Wilmington and Manchester road are now surveying a route from Kingsville to Hamburg. Our friends must be up and doing to build our road at once to compete with that proposed route. We have no fears of it, if we build ours. The advantages of a high and dry road, at all seasons, over the swamps, will always give our road the travel, and the middle route will be that of the through. Besides, the Manchester road and the other roads connected with it in the Kingsville and Hamburg scheme, can build a road to Columbia from Manchester, 26 miles, to effect all their purposes, and 43 miles to the North Eastern road will give them and us another road to Charleston. This will not require as much money as they will have to expend between Kingsville and Hamburg.

Our citizens are deeply interested in this road, and certainly will not neglect an important opportunity, as they did when the Camden branch was built.—Kingsville will be the central radiating point of travel if we do not build our road, and surely Columbia will come forward and save to herself the advantages which will otherwise be transferred to its rival. Let her take the balance needed and secure the charter, and all will be well.

We hope the Charlotte stockholders, at their meeting next week, will devise some means to make their subscription available in some way to enable the company to be organized, and go ahead speedily. As you see that meeting is over our own heads, let them do it themselves.—South Carolina.

POETRY FROM THE WOODS.

From the Raleigh Register.

During our editorial connexion with the Register, we have been occasionally favored with some rich poetic effusions for publication. The one however, from which we make the following extracts, rather tops any thing of the kind, with which we have yet been favored. Being fresh from the woods, and breathing, as it does a poetic fragrance as fresh, odorous and vernal, as a Dogwood blossom, we take great pleasure in laying it before our readers. The lines are truly affecting and cannot fail to move the risible muscles of the reader, if they do not melt the *obdurate heart* of the fair one to whom they are dedicated:

TO MISS S. S. O'P.

"Oh tell me dear one why that Ey
Will never beam with love on me
Sweet Sallie! dearest why do you
That love to one who would be for her
I ever loved the faint smile she gave
My youthful eye first saw
"And though long years have passed away
My heart is faithful to her
Oh the time that has past away might return
What lesson could I learn?"

Now if that aforesaid "Sweet Sallie" does not relent and return a favorable response to the above lines, she is decidedly an unfeeling girl. All that bad grammar had orthography and bad rhyme could do, has been done and still that "Ey will never beam with love." Although we are a total stranger to both parties, the reading of this touching appeal instantly called to mind the following beautiful lines which we extract from a love sonnet, written some years since, by a southern bard domiciled amid the pines of Georgia:

"When Peggy's dog her arm umptoon
I've often wash'd my lot in tears
So I might stand an gin in tears
A pat from noble home like home."

But this is not all. Unless "Sallie" is in a hurry to "make an atonement for her past delinquency" our "Calvin" will be off in a tangent, like an *ignis fatuus* through a whortleberry swamp. Your few *sonnets* are a petulant rack of the *quaint* humor, who can only brook, even love's delay. He is already untwining the cords about his heart. Hear him:

"And now when we meet part
I am too poor of a man
To ever live happy with you
And with several cords of love
I will retreat like Noah home."

There now! He is off and gone like Noah Dove. Just as we said. These riders of Apollo's Pegasus, draw off at the slightest indication of neglect, and before you can ask them for a chew of tobacco they are in *sublimis*. But who this Noah Dove is, we are at a loss to imagine. Some chap no doubt who runs devilish fast and has, perchance, saved his body from arrest by the fleetness of his foot. But alas! the "chords of love are severed" and our friend "Calvin" no doubt feels quite as melancholy as did an Arkansas rhymer, who penned the following pathetic lines on the death of his wife:

"And now she dead and he the gone,
And all I have here alone
Alas! what fate has on my fate
To take her from my sight and hand?"

BROTHER, TAKE MY ARM.

THOMAS W. BELLER.

When grief is heavy on thee,
Or darts from stern stern,
Then brother, lean on me—
My brother, take my arm,
There's a mussy, a kind of trouble
That taketh thee to heart,
Where one would build quite dumbly
Beneath the heavy care.

If I'm in, in its nature,
Has sought thy mortal harm,
My shoulder, take my arm—
My brother, take my arm—
Through all, in time of trial,
May turn thee from thy way,
Nay, brother, no dead,
My arm shall be thy stay.

Grief were mine to-morrow,
A grief that naught could ease,
Ed cry, in all my sorrow,
"O brother, give me arm!"
Alas! let me find another
Will weep with me in woe;
A brother, yes, a brother,
May all who sorrow know!

A BRIEF DISCOURSE.

There's a way that seemeth right unto man, but the end thereof is death. It will not be deemed sacrilegious to quote here this sublime preachment from the oracles of Divine Truth, as a text to discourse from in the manner that follows, although in aid of subjects of a somewhat secular nature appertaining however to morality.

It may seem right to a man to neglect paying his debts for the sake of lending or speculating upon his money, but the end thereof is a bad paymaster.

It may seem right to a man to attempt to live upon the fashions of the times, but the end thereof is disgusting to all sensible folks, and ruinous to health, reputation and property.

POETRY FROM THE WOODS.

From the American Messenger.

"ALL ALONE DARLING."

So said an agonized mother to her infant, that lay on her lap, dying. Sadly and tenderly she gazed on its pale, thin face. O how thin and pale disease had made it! And when the little wasted hands would be feebly reached towards her, and the sharp pain would distort the lovely features, and the dear eyes would look up to her so imploringly, that mother's heart bled as none but a mother's can.

It was not only the dying agony of her child that she dreaded; after a few more hours of suffering, a few more struggles for breath, a few more looks of love and pain, its eyes would see her no more. It would pass away from her arms, away from her sight. The timid babe must go from all it knew, all that it had seen, into a world where all would be strangers.

"All alone, darling; you must go all alone." That was the bitter thought that tender mother. But that was the voice of nature. Soon faith whispered, "He who prepared your heart to welcome the little one so lovingly when it came a stranger into this world, cannot he endow some fair and gentle spirit with love and skill to meet the little stranger as it enters that world, to embrace it tenderly, and gently introduce it to the happy scenes of its new existence!

Your Saviour is there; he who said, "Suffer the little children to come unto me." You have trusted his grace for your child's redemption, can you not trust your child to his care! "He shall gather the lambs with his arms, and carry them in his bosom." Your little one will be safe in that bosom, and "quiet from fear of evil;" more safe, more quiet, more happy than in your own.

Faith allayed the anxiety, and soothed the anguish of nature. The weeping mother believed, and was comforted.

A Frightful Descent.—The Telegraph a few days since announced that the balloon, in which a Miss Bradley ascended from Easton, Pa., burst, and the lady descended with the most frightful rapidity. An eye witness gives the following account of the scene:

It would appear from Miss B.'s own account, that she knew very little about the business she had undertaken, or of the effects likely to be produced upon the balloon when it reached the rarified atmosphere. The balloon was an old one, and the silk had become so rotten that it is wonderful that it would bear inflation at all. When she reached this height she states that the balloon, which was not entirely filled when it left the earth, expanded, until the gas began to escape at the seams and became very offensive to her. She had been so absorbed by the enchanting prospect spread out beneath her, which she says was magnificent beyond the power of language to describe, that she had not noticed the balloon.—The escape of gas alarmed her, and she pulled the valve rope, but permitted but little gas to escape, as she was afraid she would fall into the Delaware, which was directly beneath her.

In a few moments after this the balloon collapsed, and to our horror and alarm, we saw her fall with frightful rapidity for the distance of six hundred or seven hundred feet, her progress then being checked, from what cause we below could not see, although we then observed that she was descending quite slowly. It seems that when the balloon burst it was torn into ribbons, except the lower part or neck of the balloon. So completely was the upper part torn to pieces, that large pieces of silk blew away, and the remaining lining down even below the car. When she had fallen this distance the balloon suddenly blew up, turning inside out, and catching against the net work, formed a parachute, which bore her safely to the ground. She came down in an open field, and so lightly did the car strike the earth that she says there was not the slightest jar. Her presence of mind was extraordinary. After this fearful fall, and when the balloon was still descending with terrific velocity, she threw out her sand bags and anchor, and with the utmost calmness commenced singing a hymn. She alighted about four miles from this place.

A Singular Affair.—About the first of January, a young man by the name of Cooke formerly of Orange County, left the store of W. F. Blackwood, Esq., living in the southern part of this county, to attend a party at Mr. Rowland's. He brought a vest before setting out, and in paying for it exhibited a considerable amount of money which, it is said, he had borrowed to pay for a tract of land he had recently purchased.

He left Mr. Blackwood's and after an hour or two's absence his horse returned with the saddle and bridle on; his friends took him up without any unpleasant suspicions, supposing that he had reached the place of his destination and that the horse had broken loose. Next day being Sunday the matter was thought but little of and it was the Monday following, before any search was made.

Since that time however, a thorough search has been made, but without any clue to the sad fate of this unfortunate young man.

The impression is, that he was murdered and robbed of the money he had.

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