



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

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NUMBER XIV

Carolina Watchman. SALISBURY, N. C. TUESDAY EVENING, AUG. 28, 1855.

TO OUR READERS.

Not long since we intimated an intention, on our part, of changing the day of publication. After a little reflection, we have concluded to issue the Watchman on Tuesday instead of Thursday. In making this change we were compelled, by the force of circumstances, either to suspend publication for this week entirely, or to send out the paper in half its usual size.

William Selwyn, an eminent lawyer, and the well-known author of Selwyn's New Process, died on the 25th ult., at Tautogues Wells, England, aged 81.

President Pierce is now on a visit to the Springs of Virginia. He accompanies his wife, and is accompanied by several gentlemen from Davidson, returned to this place to-day.

RAIL ROAD CIVILITIES.

On Thursday last, the President, Mr. PALMER, and several Directors of the Charlotte and South Carolina Rail Road, at the invitation of, and accompanied by, the Officers, &c., of the Central Road, made a pleasure excursion, starting from Charlotte at 29 minutes after 7 A. M., and arriving at Lexington, a distance of 60 miles, between the hours of 11 and 12. Short stops were made at all the several stations on the line.

A magnificent dinner was in waiting, prepared by Mr. W. B. Grant of the Mansion Hotel; and as all had undergone sufficient exercise to create a voracious appetite, and as our host had displayed his usual skill, this may be regarded as not the least item of interest attendant upon the occasion and the day.

We presume there was not an individual aboard, who was not delighted with the ride. Several experienced travellers, unhesitatingly pronounce the Road the best they ever saw. The cars run with remarkable steadiness and freedom from jolting. The only drawback to the noise, and that is certainly a nuisance, but we heard a gentleman on board talking of a plan, by which the noise may, in a great measure, be remedied; to wit: by suspending cloth from the sides of the cars, so as to hang down nearly to the rails. It is likely this might do some good in deadening the clatter of the truck and rails; and if so, the public voice will commend the introduction of the improvement everywhere; and we shall witness here and elsewhere the anomaly of Rail Road Cars in petticoats.

DECISIONS OF THE SUPREME COURT.

NASH, C. J. State v. B. W. Bell, from Macon. Judgment reversed. Vainre de novo. Harvey Barnett v. John Woods, in Equity, from Cherokee. Defendant overruled at defendant's costs. John Smith v. John Timpson, in Equity, from Cherokee. Bill dismissed with cost. George W. Miller v. R. A. Black, from Cleveland. Judgment affirmed. E. A. Weaver v. Jno. Hamilton, from Rutherford. Judgment reversed, and judgment for defendant for costs. Mills Huggens v. George W. Glass, from McDowell. Judgment affirmed. Pearsall, Judge. State v. Shelton, from Buncombe. Judgment reversed. Vainre de novo. W. D. Rankin & J. Jones v. Edwin P. Jones, from Henderson, in Equity. Bill dismissed. H. P. Cook v. S. B. Sudler, from Buncombe. Bill dismissed. State on relation of A. C. Sutton v. J. B. Allison & others. Judgment affirmed. Den on demise of Drake and Padilla v. Alexander Merrill, from Henderson. Judgment reversed. Vainre de novo. J. M. Breyon v. W. C. Peak, in Equity, from Macon. Plaintiff recovers cost in this Court, pays that at Law. Wiley v. McCree & Dickson, from Caldwell. Judgment affirmed. Harris, J. State v. Marion Waddy, from Ashe. Judgment arrested. A. J. McBrayer v. J. Harden et al., from Cleveland. Decree gains and Harden lease set up. Martin Champion v. Miller & Williams, from Cleveland, in Equity. Bill dismissed with cost. J. M. Breyon & others v. R. A. Phillips & others, from Macon. Injunction dissolved; decree affirmed. Joshua Bean, Adm'r, v. Peter Baxter, from Cleveland. Judgment affirmed.

Den on dem. of James Morrison v. John Laughler and others, from Henderson. Judgment. Vainre de novo. Sarah Edney v. William Bryson & others, from Henderson. Judgment affirmed. Nash, C. J. W. Maxwell, Ch'n. Mecklenburg County Court, v. E. H. Bassell, from Mecklenburg. Judgment affirmed. A. R. Homesly v. Stephen M. Hogue, from Cleveland. Judgment reversed venire de novo. Charles Hinson v. Robert King, from Cabarrus. Judgment reversed venire de novo. State on the relation of J. J. Evans v. Thomas Blacklock and Thos. Blacklock, from Yancey. Judgment affirmed. Stone v. Stone in Equity from Gaston. Report confirmed. Decees. Peabody, J. Holford and wife vs. Joshua Tithow, from Buncombe. Verdict set aside. Non-suit entered. John Hall and Mason County v. E. Morrow from Macon. Judgment affirmed. R. B. Chambers by his next friend, John W. Chambers v. Allen White from Madison. Judgment reversed venire de novo. Alexander Zachary v. Jesse Holben, from Macon. Judgment affirmed. BATTLE, J. M. M. Pender v. Daniel Pennington of Calabrus. No error in the Court below. Stephen Monday and W. H. Boone vs. Jesse R. Siler, from Macon. Judgment reversed venire de novo. North Carolina in the relation of J. R. Siler and Jas. K. Gray v. Eli McKee et al. from Madison. Judgment affirmed. Robert Thompson v. Matthew Red from Henderson. Judgment affirmed.

A fellow at a race course was staggering about the track with more liquor than he could carry. "Hello, what's the matter now?" said a chap when the intoxicated individual had just run against. "Why—oh—why, the fact is, a lot of my friends have been betting upon the race, to-day, and they have got to hold the stake."

Several him right—The gentleman who kind of a lady's "snowy brow" caught a severe cold, and has been laid up ever since.

TAKING CHARGE OF A LADY, OR MRS. CHEVROT'S MISHAPS.

After passing a night in Albany, whither I had been called on business, some of the morning I was leaving my hotel early in the morning—being intent upon taking the first train to Boston. Unfortunately, I left some small articles in the room which I had occupied, and was in consequence to return for it. I say "unfortunately," for, on my return, I encountered the landlord, who informed me that a lady who was travelling in the same direction with me, wished to place herself under my protection.

Of course, I could not refuse—although, being naturally diffident, it was exceedingly trying to think of acting as guardian to a lady I had never seen before, for two hundred miles. However, I assented with the best grace possible under the circumstances, and was accordingly led into the adjoining room, where I was presented in due form to a lady of majestic appearance, clad in sable apparel.

"She was introduced to me in Mrs. Chevrot. This gentleman," said the complacent landlord, "has kindly undertaken (Heaven save the mark!) to take charge of you as far as Boston, his destination being the same as yours." "I am very much indebted to him," said Mrs. Chevrot, in a dignified tone. "I fear I shall cause him a great deal of trouble."

"Certainly she spoke prophetically, and had I been able to look forward to the next few hours, I could not have strained my politeness so far as to say, as I really did— "Not at all. I shall only be too happy." At these words, Mrs. Chevrot looked quite gracious, and forthwith placed herself under my protection. I was about to offer her my arm, and escort her to the depot, when she glanced at two heavy carpet-bags, which she had with her. "I have sent my trunk down already," she remarked, "but my carpet-bags I like to have with me, for fear of accidents; I didn't venture to send them down in advance, as they might easily be carried off by some evil-minded person."

and marched toward the depot, feeling like an ass between two burdens. The lady walked beside me, and I was agreeably conscious that lookers-on might very probably mistake me for a professional porter. If I had been, I should not have been so unprofessionally tired when I reached the depot. I conducted the lady to the cars, and proceeding to the office, I purchased tickets for her and myself to Boston. When I returned to my charge, I found her disturbed by a new source of anxiety.

"Are you sure," said she that we are in the right car? Because sometimes all the cars don't go." "I think there is doubt of it," I replied, "however, to make sure, I will inquire." "I returned with the assurance that it was. "Why," said she, "if it is not too much trouble, that you would see that my baggage is put on. It would be vexatious if I should lose it, and you know they are so careless."

"But you have a check for it, have you not?" "Why, yes, I have a check; but I should feel easier if I knew that it was put on." Anathematizing her anxiety, I got out, and performed the duty assigned me. Never having passed through the western part of Massachusetts before, I had procured a small volume, giving running descriptions of the scenery to be seen on either side the railroad, and had anticipated considerable pleasure in comparing my own observations with the account therein given.

"Mrs. Chevrot, I observed, cast an inquisitive glance at the volume, and, as in politeness I laid it off to her. "I may add, that she retained it until the end of the journey, and even when arrived at her destination, quite forgot to return it. When passing over the most romantic part of the road, Mrs. Chevrot began to be accommodated with the light that entered at the window, and requested me to close the shutter. This I did, and endeavored, but without much success, to catch glimpses of the country through the window directly in front. This view was finally shut out, however, by a polite request from my neighbor to the gentleman who sat beside it, to close it, if he had no objection.

"At length we reached Springfield, where the cars stopped long enough for the passengers to procure dinner, if they wished. I escorted my charge to the hotel, and we sat down to the dinner-table, which awaited our arrival. Presently, the bell rang, and, in haste, we rose to obey the summons. We had nearly reached the depot, when my fair circumlocution suddenly exclaimed— "My parcel! oh, my parcel! I have left it at the dinner-table. I must go back and get it." "But the cars are about starting, you will certainly be left behind, if you do," I returned. "But I cannot leave it. It was the gift of my late husband."

"There was nothing to be done but to go back and get it. Accordingly I did so, found it, and on returning, in a state of breathless exhaustion, had the satisfaction of seeing the train fairly started, and under such headway that it was impossible to get on board. Politeness restrained me from giving vent to my disappointment. Instead of thanking me for my exertions in her behalf, she suddenly uttered a terrified exclamation— "Both my carpet-bags are in the cars that are leaving the depot. For Heaven's sake stop them, tell the conductor, or somebody, to bring them back directly." "I am afraid, madam," said I, with a sorry to say, some little feeling of wicked satisfaction, "that it is quite too late. They would not put back now, even for the sake of two carpet-bags. If we had left the parcel behind, we should not have missed the train."

"What shall I do?" exclaimed the lady, despondently. "There were a great many articles of value in those carpet-bags, which I thought would be safer there than in my trunk. I suppose there is no chance of recovering?" "The best way," returned I, "will be to take the next train for Boston, and institute inquiries, if I believe a train will start in half an hour, so that we shall not have long to wait." This proved to be the case. Half an hour afterwards, we were on our way. To my relief, there was no double-sut vacant, so that I was fated to forego the inestimable satisfaction of sitting beside my interesting charge. This change gave me an opportunity to look about me somewhat.

"In the same seat with Mrs. Chevrot, was a well-dressed man, of gentlemanly deportment. He was what young ladies would have considered exceedingly captivating. He addressed a few words to the lady, which were very graciously received. After riding about twenty miles in company with us, he left the cars, at a small way-station, leaving very politely, at parting, to Mrs. Chevrot.

"Scarcely a quarter of an hour had passed after his departure, when the cars brought up with a sudden jerk. "Merciful Heavens!" shrieked Mrs. Chevrot, "what is the matter? Oh, pray, go out and see what has happened!" "I very meekly obeyed.

"The cause of the sudden stop proved to be that a baggage-car had been accidentally thrown from the track. I went back and repeated what I had learned. Mrs. Chevrot was exceedingly alarmed. "Do you think," said she, "convulsively seizing me by the arm, "that—that our lives are in jeopardy?" "I am forced to confess, that the trouble which Mrs. Chevrot had caused, rendered me a little disposed to mischief.

English Gypsies in the United States.—A band of English Gypsies are encamped in the woods north of Hoboken, near the main road. The company consists of three families, numbering twenty-seven persons. They were landed here last week by the ship Neptune, from Liverpool, almost destitute of money. They will probably wander away South before the approach of cold weather. Several companies of these people are now travelling in various parts of the country, going North in the winter season, and turning to a warmer latitude in the fall. Their manner of supporting themselves, according to their own account, is by telling fortunes, trading horses, and repairing copper kettles, tin-ware, &c., but the most important item of their income is probably that which they obtain by pilfering.

NEW YORK EXPRESS.

A LITTLE TOO PUNCTUAL.—A STEAM-BOAT SKETCH.

"The hour was approaching for the departure of the New Haven steamboat from her berth at New York and the usual crowd of passengers, and friends of passengers, newboys, fruit vendors, cabmen and deck huffers, were assembled on and about the boat. We were gazing at the motley group, from the foot of the promenade deck stairs, when our attention was attracted by the singular action of a tall brown Yankee, in an immense wool hat chocolate colored coat and puttees, and a fancy vest. He stood near the starboard paddle-box and scrutinized sharply every female who came on board, every now and then consulting an enormous silver ball's eye watch, which he raised from the depths of a capacious fob, by means of a powerful steel chain. After mounting guard in this manner, he dashed furiously down the gang plank and up the wharf, re-appearing on board almost instantaneously, with a flushed face, expressing the most intense anxiety. This series of operations he performed several times, after which he rushed about the boat wildly and hopelessly, ejaculating:—

"What's the time or day? Wonder if my repeater's fast? What's the cap'n's whar's the steward? whar's the mate? whar's the boss that owns this ship?" "What's the matter, sir?" we ventured to ask him when he stood still for a moment.

"Hain't seen nothing of a gal in a blue sun bonnet, with a white Canton crane shawl, (cost fifteen dollars) pink gown and brown boots, ch'p's come aboard while I was looking for the cap'n at the pint end of the ship—have you ye'?" "No such person has come aboard."

"Tormented lightening!" she's my wife!" he screamed; "married yesterday. All her trunks and mums are aboard, under a pile of baggage as well as a Connecticut steeple. The darn'd black nigger says he can't land it out, and I won't leave my baggage any row. My wife—only think out—was to come aboard at half-past four and here it is most five. What's become of her? She can't have dropped. You don't think she's been abducted, do you, mister?" "No, sir," I replied, "what a state of mind you're in! What are they ringing that bell for? Is the ship afloat?" "It is the signal for departure—the first bell. The second will be rung in four minutes."

"Thunder, you don't say so! Whar's the cap'n?" "That gentleman in the blue coat." "The Yankee darter to the captain's side." "Cap'n, stop the ship for ten minutes, won't ye'?" "Can't do it, sir." "Cap'n, I'll give ye two dollars," gasped the Yankee.

"The Captain shook his head. "I'll give ye five dollars and a half—and a half—and a half—and a half!"—he kept repeating, dancing about in his agony, like a mad Jack on a hot iron plate. "The boat starts at five precisely," said the captain, shortly, and turned away.

"Oh! you stony-hearted heathen!" murmured the Yankee, almost bursting into tears. "Partner man and wife, and we just one day married!" At this moment the huge paddle-wheels began to paw the water, and the walking beam descended heavily, shaking the huge fabric to her center. All who were not going to New Haven went ashore. The hands began to land in the gang plank; the facts are already cast loose. "Leggo the plank," cried the Yankee, calculating one of the lands. "Drop it like a hot potato, or I'll shove ye into the deck!" "Ye-ye-ye!" shouted the men in chorus, as they leaved on the gangway.



AGRICULTURAL.

Plowing Deep and Shallow.

Messrs. Editors.—My farm has much side-hill. Sometimes I plow up and down the hill, sometimes otherwise, and before we used the wheel under the plow-beam, there would be much difference in the depth of the furrows that were made going up and down, the deepest being those that were plowed going down. The lands were wide enough, (50 to 75 ft.) to divide the field in observable strips alternately plowed at different depths, and at harvest we almost observed that there would be marked differences in the looks and stand of the grain upon those strips, where soil and all were alike, save the depth it had been plowed. The best wheat, oats and corn, were nearly always found where the land was plowed shallowest.

This is at variance with the principles laid down and advocated in all agricultural journals, and the man who writes for them must always say—'plow deep, plow deep,'—the deeper the better."

Now Messrs. Editors, as a practical farmer, and an admirer of good farming, I will express my opinion, and allow me to differ from this wholesale notion of always plowing deep. I base this different conclusion upon multitudes of facts, "and facts are stubborn things."

I have sown twenty bushels of shelled corn, raised on an acre plowed four inches deep, than an adjoining acre plowed seven or eight deep. This was in the same field, the soil precisely alike, a coarse sandy gravel with many small stones; and had been filled alike for 20 or 30 years; it was plowed the same week, and the corn of the same kind, planted the same time, and the after cultivation all the same, the only difference being in the depth of the previous plowing. The corn was planted in rows about three and one half feet each way, and was plowed twice, and slightly hoed after the first plowing. The first plowing from the hills, two furrows between the rows; the second plowing to the hills, plowed as deep as possible, using two horses; driven one ahead of the other.

Another acre. In 1821, Mr. H., the man who tilled the above piece, came to live with me. I was plowing for corn, in the spring, and had one half the field plowed over six inches deep. He told me it was "too deep for corn," and as he was an old man and I a boy, I listened to his advice. He plowed the remainder of the field three to three and a half inches deep. The corn was planted 3 1/2 feet each way, harrowed twice after it was up; we could not plow it until it was quite large, the soil was so stiff and not rotted. We then plowed it twice from the hill, very deep, hoed it, and then plowed it twice to the hills very deep. The first plowing with an old fashioned "bull plow," with the mould-board taken off; the second and third time with a cast iron plow. The soil was all alike, a sandy loam with limestone in some places. It was a stiff timothy soil, and had been sown two years.

The treatment of the whole field was the same, but during the summer which was a dry one, that which grew on the ground deepest plowed was the poorest, looked yellow and sickly, and yielded from 12 to 15 bushels of shelled corn less per acre than that plowed but half the depth. The average yield of the best half of the field was about 65 bushels of shelled corn per acre. This was in Dutchess county, in this state. Since that time, 34 years, I have plowed my corn ground shallow, (sometimes but three inches deep) save strips through fields for experiment, and have found always the same results. I commonly plant a clover sod. I cover it with my un-moulded barn-yard manure, plow it under—plant 3 1/2 feet each way, use the cultivator when the corn is small, plow once to the hill, deep, sometimes hoe, but not always if there are no weeds, and count an average yield of fifty bushels of shelled corn per acre, often more than less.

From the Northern Cultivator. THE OAT CROP. It is a very common opinion that oats is one of the most exhausting of all grain crops. One of the best farmers of Western New York, informed us that he never permitted this crop on any portion of his farm devoted to wheat or other grain, but only on land otherwise exclusively used for meadow and pasture. Another skillful farmer never raised the crop at all, preferring to buy all that he might need.

We have just conversed on this subject with T. A. Slocom, an enterprising and successful farmer of Perinton, Monroe Co., N. Y., who entertains quite a different opinion. He has cultivated the crop for many years past on a large scale, and regards it as one of the least exhausting. For the past six years, he has raised from forty to seventy acres. During this period a part of his land has been cropped with it every year, and with a single exception, without any diminution in the amount. This annually-cropped ground has averaged for these six years, sixty bushels per acre, including last year, when, by the unprecedented drought, it was reduced to fifty bushels per acre. The land, throughout this period, has netted him (above all expenses) twelve dollars per acre, as an annual average.

Our readers will doubtless feel interested to learn his mode of management. After the crop is harvested, he passes a spring-tooth horse-rake both ways across the field, for securing all the gleanings; but, as he observed, this kind of rake having a sort of "baby jumper motion" over the field, a considerable portion of the grain is sheared out from the gleanings, and partly harrowed in by the points of the rake. A thorough harrowed afterwards, insures a good growth of oats, which is about a foot high before winter. Before the ground freezes, the whole is harrowed under with the plow, in the most thorough manner—serving as a good green manuring.

Early the following spring, the surface is rendered mellow by means of the harrow and two-horse cultivator, and the crop sown, seven weeks to the acre, by means of a grain-drill. There is no doubt that the annual green manuring assists in keeping up the fertility of the soil; and there may be some kinds of soil including this, that it will long bear heavy cropping with oats. It may be questioned however, whether it is a good permanent policy to pursue this course instead of a more varied rotation. When we have a strong fertile soil, we prefer to keep it so, to its fullest capacity, rather than draw too hard upon it, as even the strongest may ultimately fail. But cultivators of the oat crop, may however derive some excellent suggestions from the practice detailed above.

MARRIED: In this county on the 23rd inst., by Jesse Thomason, Esq., Mr. WILLIAM A. PENINGER to Miss MARGARET R. THOMASON.

BORN: On the 23d ult. a daughter to A. K. Simenton, Stateville.

SALISBURY FEMALE ACADEMY.

THE fourth session under the direction of the subscriber, will open on the 1st of October next and continue five months. The number of pupils entered last session was 28.—19 increase on the session before. Not a death has occurred among the pupils during the three sessions in which we have had charge. There have been but two or three cases of even slightly serious sickness. Few schools, we believe, can say so much, in this respect. We hope to have many applicants, and other improved facilities for imparting instruction next session.

Table listing school terms and fees. Board and tuition per session of five months including washing, fuel and lights, \$87-50. Music on Piano, \$30-00. Use of Instrument, \$5-00. Guitar, \$10-00. French drawing or water color painting, \$10-00. Oil painting, \$20-00. French language, \$10-00. Latin and Greek with other studies, \$5-00. For day pupils the prices will vary from \$8 to \$12-50. For board and tuition continuing 30 weeks each—Pupils will be charged for board on tuition from the time of entrance until the end of the session; but no deduction made after entrance, except in cases of actual sickness of a protracted character. Payment in advance is not always insisted on, but the money is always considered due from the time of entrance. JESSE RANKIN, August, 1855, 5/14. P. O. N. C. Whig, copy 5 times and forward account.

Dr. CHARLES T. POWE is a large permanently located in Salisbury, respectfully feels that his professional services to the public. Office—Cowan's Brick Row, Salisbury, Aug. 27th, 1855. 14-14

PLEASE NOTICE THIS!!

THE subscriber wishing to retire from the Tailoring and Clothing business, requests all persons indebted to him to call early on the 28th of December next. As this is considered to be ample time, there will be no indulgence given after that date. N. B. A small stock of good chating on hand, which will be disposed of on very low terms. HORACE H. BEARD, Salisbury, Aug. 28th, 1855. 14-14

Please Look at This.

If there is any person in Salisbury wanting an experienced Book-keeper or Salesman, from Western North Carolina, he will please make it known through the Editor of the Salisbury Watchman. Aug. 28th, 1855. 14-14. *Banner copy 3 times.

JOBS PRINTING Neatly executed at this Office.