

RAIL ROAD MEETING AT EAGLE CITY.

At a Rail Road Meeting held at Eagle City, on Saturday the 13th day of August, 1857.

On motion, Andrew Baggs was called to the chair, John A. Hampton and A. A. Harbin were appointed Secretaries. The president then explained the object of the meeting. The Meeting was addressed by Dr. R. H. Parks, B. Clegg and E. C. Postell, showing the necessity of the Rail road and many benefits to be derived from it if built. After the conclusion of the speeches a procession, of between three and five thousand persons, was formed and marched to the grove to partake of the hospitality prepared by our friend Andrew Baggs, namely, Watermelons and Cake. After the people had eat Watermelons and Cake to the gratification of the appetite, the meeting was called to order, and was addressed by Messrs. Love, Maitt, Turner and Weaver. The President appointed B. Clegg, E. Hought, A. H. Maitt, W. C. Brown, and Love to draft Resolutions for the occasion, which were read and unanimously adopted, to wit:

Whereas, A call having been made for a Rail Road Meeting near Eagle City Mills, and has this day been responded to by every large meeting of the friends of the Sabudary and Virginia Rail road via Mockville,

Resolved, 1st. As the sense of this meeting, that this Rail road ought to be built, and that we pledge ourselves to work for this enterprise until it shall be completed.

Resolved, 2nd. That the interest of the farmers would be greatly promoted by its construction, and that they are called upon as patriots and lovers of the good "Old North State," to do all with their influence and they shall be relieved of the embarrassment which they now feel for the want of market facilities.

Resolved, 3rd. That every department of Western North Carolina would be greatly promoted by the construction of said road and would open an outlet for the Agricultural, Mineral and Mechanical resources of our country to such a degree, as greatly to enhance the wealth and happiness of the citizens in this portion of the State.

Resolved, 4th. That while the West is seeking to promote its interests, it is no less to the interest of the Eastern portion of the State that this Rail road should be built, as their wealth will be increased and the facilities to enjoy the mountain breezes of our own grand hills, and drink of the beautiful fountains gushing from their bases, will be afforded to an ever so small number.

Resolved, 5th. That when this meeting adjourns, it adjourns to meet in Mockville on the 13th day of September, it being Tuesday of County Court for the County of Davie.

Resolved, 6th. That the thanks of the intercom- plement men of North Carolina are due to our fellow citizen, Andrew Baggs, for his enter- prise and energy in endeavoring by his noble example, to develop the best interest of the old North State. The Meeting then adjourned.

A. BAGGS, Pres.
John A. Hampton, Sec.
A. A. Harbin.

A Remarkable Voyage Across the Atlantic.—The Liverpool Post of July 29th has the following account of a recent voyage across the Atlantic, by a yacht of only twenty-three tons:

The arrival at this port, yesterday, of the yacht Charter Oak, from New York, furnishes a striking proof of what perseverance can accomplish, and shows us that English the sort of stuff our transatlantic cousins are made of. The Charter Oak is a little vessel, 48 feet long, 18 feet wide, 5 feet 3 inches deep, and measures 26 tons. She was built and rigged by her captain and owner, Mr. Weld, in Connecticut, and by him and one man braved safely across the stormy Atlantic in 33 days. She started with the captain and two men, but one of them was unfortunately lost overboard the first day. To most men, this would have been enough to fit them off to a permanent enterprise, but our two indomitable navigators (one of whom had never been at sea before) were not to be frightened. Without a chronometer, nor a compass, and the cable was too poor to buy one without a chart of the coast they were steering for, these two men pursued their dangerous way, through several storms, and reached Liverpool in the time mentioned.¹

Our respectable old relative, John Bull, is very fond of taking all the credit and all the pickings to himself, although they are generally won for him by the arms and brains of others, who are flukes enough to glory in the appropriation.

In her struggles with Napoleon, her only successful leader was an Irishman named Wellesley, subsequently the Duke of Wellington, who had first crushed the formidable Mahratta tribes of India.

When the Sikhs of the Pindau made war upon British power in India, the war was ended almost in a day by General Gough, afterwards Lord Gough, whom the British Parliament was busy in voting to censure at the time he was doing their glorious service, and the London Times was thundering against paper tactics, General Gough happened to have been born in that Irish county. By the death of the former Commander-in-chief in India, the command at this once geny is thrown upon Sir Patrick Grant, an Irish soldier of great talent. There are not wanting those who think that Sir Patrick will finish up the matter before the arrival of Sir Colic Campbell, sent out to supersede him, as Gough did before Napier was ordered to supersede him, had started.

John has enough on his hands, being actually at War with something like half of the human race contained in India and China. He will have a time of it certain.—*W. J. Journal.*

The following paragraph from the Chicago Times gives an idea of how harvesting is done at the West:

A friend of ours says that one day last week he went up to the top of a hill called Mt. Zion, six miles from Jamesville, Rock Co., Wis., and counted on the surrounding plain one hundred and sixty-four horse power reaping machines, busily cutting down wheat. There were one thousand men, women and boys following after, binding and shocking up the golden sheaves. It was a sight worth seeing to behold the grain falling and being gathered up at the rate of two hundred acres per hour.

THE SOUTH-CAROLINA RAIL-ROAD.

A correspondent of the Charleston Courier, whose nom de plume is Spectator, has furnished that paper with an interesting history of railroads in this country. He says, in conclusion, concerning the South Carolina Rail Road:

The South Carolina Railroad was, however, evidently the great pioneer road of the country, and the "avant courrier" of the railroad system of the United States, for the facts clearly show:

1. That the first road of any considerable length constructed in the United States was the South Carolina Railroad, as it was then called, "the South Carolina Canal and Railroad," and which when finished was the longest railroad in the world.

2. That the South Carolina Railroad was the first road in the country that was commenced and carried through with a view of using steam locomotives as a motive power on the road.

3. That the South Carolina Railroad was the first railroad in the United States upon which a locomotive steam engine regularly run, and that the first locomotive built on this side of the Atlantic was built for this road, and was the first engine that ever ran upon the road.

4. That the first railroad in the United States that carried the United States Mail was the South Carolina Railroad.

And lastly, that the South Carolina Railroad was the greatest enterprise undertaken by the least means, constructed under the greatest difficulties, and finally accomplished with the completest success of any achievement in modern times; but "there were giants in those days."

IN WHAT DO THEY DIFFER?

The Black Republicans of the North, are opposed to a distribution of the public lands—and so are the Democrats of the South. The Black Republicans of the North are opposed to admitting Kansas into the Union as a slave State, and the Democrats of the South, especially those of the 6th Congressional district of North Carolina, say that Pierce is right in sustaining Walker's claim concerning Kansas a free State. The Democrats of the South say that the question of slaves is the great and paramount issue of the day, and as far as the Democrats of the South and the Black Republicans of the North seem to be acting in concert to make Kansas a free State, we should like to know what do they differ.

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A. BAGGS, Pres.

John A. Hampton, Sec.

A. A. Harbin.

THE MARKETS.

Saltbury, N. C., August 25, 1857.

CORRECTED WEEKLY BY

W. J. MILLS & CO.

Apples dried,	99 a 150	Lobd. Bar.	9 a 10
Bonos,	15 a 23	" White,	10 a 12
Bonos,	20 a 23	Molasses Cuba,	70 a 10
Beef,	5 a 6	" N. O.	87 1/2
Butter,	15 a 6	" Moosavado C. S. 70	70
CANDLES—		Nails (Car)	6 a 6
Tallow,	18 a 25	" 45 a 50	
Admirators,	31 a 37	OILS LINSEED—	
Coffee Ro.	13 a 15	" Tanners,	50 a 62
Jew.	17 a 20	Potatos, Irish,	75 a 75
Cotton,	11 a 13	" Sheep,	99 a 960
Cotton Yarn,	115 a 190	Rags per lb.	3
Corn,	109 a 190	salt per sack,	99 a 225
Meal,	100 a 190	" Mead.	10 a 12
Chickens,	130 a 180	Sheeting Br.	12 a 15
Flour per lb.	35 a 375	" Crisped.	13 a 16
Fish per lb.	100 a 175	Tallow,	94 a 13
Iron Bar.	5 a 6	" 250 a 275 Wheat White,	100 a 115
Lead,	15 a 17	" Red,	90 a 100
		Wood,	25 a 30

FA YETTEVILLE MARKET.

August 20.

BACON, per lb.

Rib,

Lugars,

St. Domingo,

FLOUR, per barrel—

Family,

Second,

Flour,

Cream,

GRAIN, per bushel—

Corn,

Wheat,

Oats,

Rye,

Barley,

LAIRD, per bushel—

SPRITES, per gallon—

Porter, do new

N. & W. Whiskey,

Rye do,

Brandy do,

NALES, per car,

IRON, per lb.

WOOD, per lb.

TALLOW, per lb.

HIDES, per lb—

Dry,

Gum,

LEATHER, per sack,

ANIS, per bushel—

MOULSES, per gallon—

Cake,

N. & Orleans,

SUGAR, per lb—

Lead and tin,

SOY'S, do,

STEVES, do,

IRON, per lb.

COFFEE, do,

TAFFY,

LEAVES,

PEAS, do,

POTATOES, do,

SHAG, do,

SHINGLES, do,

SOAPS,

SOAP, do,

STAVES, do,

STICKS, do,

STONES,

STRAWBERRIES,

STUFF,

TAFFY,

WINE,

WAX,

WAX,