Carolina Watchman.

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J. J. BRUNER.

SPECIAL NOTICE.

No name of a new subscriber will be entered on our list, without payment in advance; and with the paper he will want to subscribe for a longer time than they have paid for.

The end of each indicates that your subscription for has nearly expired, and is useless for a renewal, if you desire the paper continued.

CLUB RATES.

Whereas, we have offered to the public as great inducements for clubbing, heretofore, under the above rates, we had found quite a number of more trouble than profit, from "clubbing" not because we objected, and we are, to allow agents to act on the subject, but we have concluded to offer the following club terms:

Five copies, $8.00
Ten copies, $15.00

Clubs containing less, in the same proportion, $1.50 each.

Payment always in advance. A five copy club, to those who raise clubs of ten. A ten copy, and a book worth $2, (to be selected by the raiser,) given to those who raise clubs of 20.

ADVERTISING RATES.

			A square is the space occupied by 16 lines of Brevier type.
			Liberal contracts, without additional charge, granted to those who advertise regularly through the year.
			Three dollars for each additional insertion for either.
			Court Orders charged 25 per cent. higher than the above rates. Orders for sheriffs of backward and wife, $10 each.
			☞ Persons sending in advertisements are requested to state the number of insertions desired; and if no time is specified they will be published till forbid, and charged accordingly.
			☞ No discount on above rates.

From the Western Democrat.

The Shortest Route.

The Wilmington Journal, in reply to a statement we published last week giving the distances on the Railroad route via Wilmington and on the proposed Danville connection route, says, after copying our figures:

"Now let us call attention to one of the items in the above calculation—one of the links in the chain of route composing the Danville or Upper route. That link is the "Atlanta Air Line R. R." It is an *air* line and *nothing else*. There is no such road at all save in *air*, or in the fertile imaginations of newspaper writers. The distances assigned must be wholly conjectural, for we do not suppose anybody has ever surveyed the *railroad* that is put down as a part of the upper or Danville route. This route from Charlotteville, S. C., across to Atlanta, Ga., was *talked* about by some people a good while before the Charlotte and S. C. Road reached the Catawba river. It is talked about now, we suppose. But has a foot of earth been dug? Has even a charter been asked for? A cent of money pledged, or anything else been asked for? Not that we know of. Our cotemporary of the Charlotte Democrat must see that putting that into the summing up of a route which has no existence at all, can only result in deception."

The Journal is entirely mistaken about this whole matter. The Atlanta Air Line Railroad company *has* been organized, a President elected (Mr. Norcross,) a charter secured for the whole line from Chester, S. C., to Atlanta, Ga., the line surveyed, a large amount of the capital stock subscribed and a portion *paid in*. Why only a few weeks ago a meeting was held at some point along the line (we can't now remember where) and $50,000 of the stock subscribed by those present without hesitation. This is only one instance of the kind.

We certainly have no desire to deceive any one about the matter. The route we laid down is the only one that has been in contemplation by the friends of the Danville connection about here, and the reason we called attention to it last week was because the Journal published the distances of different connecting links in connection with the proposed Road from Greensboro' to Danville, and the Raleigh Standard copied it, which statement we thought calculated to mislead the public with regard to the schemes proposed by the country from here to Caswell county. We never claimed anything in the way of *short route* from here to Columbia and thence to Branchville. For that route no advantage over the lower route has ever been claimed by any one in this section, and we could not understand why the distances along the line were published. It was like making a man of straw and using him up without the probability of his *saying for* quarter.

We have no idea of blaming the Journal for opposing any scheme that it may think calculated to injure its own section; but we claim the privilege of favoring any project that holds out the prospect of benefitting our section. The Journal is right in saying it is no party matter; and we have not the least idea of falling out with political friends who differ with us on the subject. But whenever the proposed route is talked about we want it represented correctly.

An educated man, says Carlyle, stands, as it were, in the midst of a boundless arsenal and magazine, filled with all the weapons and engines which man's skill has been able to devise from the earliest time; and he works, accordingly, with a strength borrowed from all past ages.—How different is his state who stands on the outside of that store-house, and feels that its gates must be stormed, or remain forever shut against him! His means are the commonest and rudest; the mere work done is no measure of his strength. A dwarf behind his steam-engine may remove mountains; but no dwarf will hew them down with the pickaxe; and he must be a Titan that hurls them abroad with his arms.

FROM THE RALEIGH STANDARD.

STATEMENT SHOWING VALUATION OF LAND OF NORTH CAROLINA, UNDER ASSESSMENTS OF 1847 AND 1858.

COUNTIES.	1847. LAND.	1847. TOWN PROPERTY.	1858. LAND.	1858. TOWN PROPERTY.
Alamance,	932,029	949	1,919,739	73,535
Alexander,	288,467	7,619	392,808	16,638
Anson,	1,144,312	38,716	1,502,697	68,550
Ashe,	573,206	18,864	1,044,239	25,025
Beaufort,	788,345	859,122	977,774	545,066
Bertie,	1,288,689	39,345	1,727,059	62,950
Bladen,	820,708	16,318	938,404	23,550
Brunswick,	458,881	28,485	887,056	81,685
Buncombe,	998,471	100,514	1,135,764	192,100
Burke,	593,800	67,350	771,428	87,850
Cabarrus,	843,014	42,179	1,092,469	121,880
Caldwell,	452,492	27,599	686,422	32,725
Camden,	558,400	1,150	572,943	1,800
Carteret,	236,325	70,284	323,600	92,101
Caswell,	1,186,178	110,875	1,649,197	153,157
Catawba,	785,829	18,609	1,044,327	24,599
Chatham,	1,204,327	47,530	1,882,235	84,186
Cherokee,	356,310	30,240	521,105	43,910
Chowan,	646,160	108,239	677,045	157,785
Cleaveland,	538,832	59,478	965,146	86,908
Columbus,	562,178	7,491	640,270	18,678
Craven,	882,954	524,887	875,701	615,800
Cumberland,	986,431	685,592	1,244,147	721,980
Currituck,	590,420		609,890	
Davidson,	1,126,026	44,172	1,637,481	54,555
Davie,	557,816	45,360	913,991	61,150
Duplin,	861,761	31,275	1,008,444	57,471
Edgecombe,	1,892,812	58,928	2,448,371	215,190
Forsythe,	677,358	163,357	934,105	263,797
Franklin,	821,769	62,634	1,034,536	166,095
Gaston,	615,059	8,788	246,780	25,575
Gates,	555,809	10,579	709,635	25,200
Granville,	1,342,117	104,006	1,978,855	230,145
Greene,	576,860	14,231	686,297	15,775
Guilford,	1,407,917	175,044	1,857,760	265,888
Halifax,	1,570,333	61,927	2,093,416	130,353
Harnett,	320,441	1,194	475,318	1,137
Haywood,	218,215	11,025	356,904	15,325
Hertford,	599,963	77,021	930,074	159,650
Henderson,	358,750	27,741	1,031,665	59,475
Hyde,	586,415		812,408	
Iredell,	875,771	32,671	1,271,265	80,875
Jackson,	199,502	416	435,183	4,154
Johnston,	183,315	29,716	1,230,982	52,515
Jones,	309,410	15,360	515,119	16,835
Lenoir,	392,283	67,385	913,231	88,150
Lincoln,	583,960	87,359	839,986	141,045
Macon,	198,420	16,308	262,155	20,000
Madison,	242,333	494	445,140	
Martin,	611,832	69,025	1,131,579	139,150
McDowell,	490,782	16,741	653,897	2,905
Mecklenburg,	1,084,506	239,675	1,589,513	498,075
Montgomery,	412,183	6,683	574,645	8,920
Moore,	538,761	16,045	975,942	29,435
Nash,	626,195	9,000	947,658	15,440
New Hanover,	782,904	3,210,015	1,142,177	3,260,355
Northampton,	1,250,842	30,500	1,891,735	42,650
Onslow,	542,983	27,015	655,886	25,300
Orange,	1,133,502	165,095	1,627,249	252,429
Pasquotank,	770,446	176,395	1,163,444	229,625
Perquimons,	843,594	51,444	1,033,703	61,636
Person,	708,820	4,400	973,610	18,100
Pitt,	1,054,610	43,155	1,227,706	97,600
Polk,	275,126		343,274	
Randolph,	1,124,626	28,250	1,487,048	52,668
Richmond,	779,419	10,550	1,130,416	9,510
Robeson,	746,738	16,130	1,166,718	38,000
Rockingham,	969,609	42,912	1,463,465	56,746
Rowan,	950,226	153,725	1,687,545	395,941
Rutherford,	788,880	61,400	993,653	77,200
Sampson,	895,219	33,673	1,176,866	78,652
Stanly,	368,539	7,696	572,085	11,630
Stokes,	408,908	14,458	732,919	26,167
Surry,	478,239	13,990	667,547	32,919
Tyrrell,	374,343		416,566	11,135
Union,	612,436	12,633	1,038,196	44,533
Wake,	1,644,882	523,220	2,526,173	713,550
Warren,	1,072,697	129,800	1,454,153	123,300
Washington,	412,042	69,425	526,466	134,483
Watauga,	261,879	2,650	395,740	7,320
Wayne,	1,120,977	52,225	1,609,277	335,365
Wilkes,	538,816	10,475	835,416	20,875
Wilson,			836,221	103,591
Yadkin,	473,227	16,982	725,120	33,223
Yancy,	193,590	3,083	373,640	14,725
	59,602,860	8,826,812	87,532,223	12,464,811

From the Raleigh Standard.

STATE DEBT OF NORTH CAROLINA.

Statement, exhibiting the amount of the funded and unfunded Debt of the State—on what account contracted—when due—the annual interest thereon, and when and where the same is payable. (*July 1st,* 1858.)

REGISTERED BONDS.

Bonds endorsed under Act of 7th Jan. 1838, for the Raleigh & Gaston Company, due 1st January, 1860,	$500,000 00
Do., issued in 1849, under Act of 7th Jan. 1849, to pay the debts due the Bank of Cape Fear, the Bank of the State, and the debt due on account of further endorsements for the Raleigh & Gaston Company, due in 1859,	200,000 00
Do., (running 10 years,) issued under the Act of 8th Jan. 1851, to settle and pay off the contingent liabilities of the State, due in 1861,	40,000 00
Do., under same act, and on account of same, due in 1862,	130,000 00
Do., running 20 years, issued under Act of 27th Jan. 1849, for the State's subscription to the Fayetteville & Western Plank Road, due in 1869,	20,500 00
Do., under same Act, and on account of same, due in 1870,	32,500 00
Do., under same Act, due in 1871,	40,000 00
Do., " " " " 1872,	20,000 00
Am't. of registered bonds,	$990,000 00

COUPON BONDS.

Bonds, running 10 years, issued under Act of 27th Jan., 1849, for State's subscription to the Gaston & Weldon Railroad, and for the improvement of the Neuse and Tar rivers, due 1st July, 1854,	$ 41,000 00
Do., under same Act, due 1st January, 1865,	67,000 00
Do., under same Act, due 1st July 1865,	44,000,00
Do., under same Act, running 30 years, for State's subscription to the N. C. Railroad, due 1st January, 1883,	800,000 00
Do., do., do., due 1st July 1883,	800,000 00
Do., do., do., due 1st Jan. 1884,	500,000 00
Do., do., do., due 1st July 1884,	180,000 00
Do., do., do., due 1st Jan. 1885,	379,000 00
Do., under the Act of 14th Feb. 1855, on account of an additional subscription to the N. C. Railroad, due 1st April, 1885,	1,000,000 00
Do., running 20 years, issued under Act of 14th Feb'ry 1855, for State's subscription to the Fayetteville & Centre Plank-road, due 1st April, 1875,	20,000 00
Do., under same Act, due 1st July, 1876,	10,000 00
Do., under same Act, due 1st April, 1877,	2,000 00
Do., under same Act, due 1st Jan. 1878,	4,000 00
Do., running 20 years, issued under Act of 15th Feb'ry, 1855, for subscription to the Fayetteville & Warsaw Plank-road, due 1st July, 1875,	4,000 00
Do., under same Act, due 1st January, 1877,	6,000 00
Do., running 30 years, issued under Act of 14th Feb., 1855, for the improvement of Tar river, due 1st Jan. 1886,	15,000 00
Do., running 10 years, issued under Act of 14th Feb'y, 1855, on account of Lunatic Asylum, due 1st Jan'y, 1866,	30,000 00
Do., under same Act, due 1st April, 1867,	15,000 00
Do., under same Act, due 1st January, 1868,	6,000 00
Do., under Act of 17th January, 1857, (running 30 years,) on account of said Asylum, due 1st January, 1888,	25,000 00
Do., under same Act, running 30 years,	
Do., under Act of 12th Feb'ry, 1858, for subscription to the Atlantic & N. C. Railroad, due 1st January, 1886,	330,000 00
Do., under same Act, due 1st January, 1887,	200,000 00
Do., under same Act, due 1st July, 1887,	267,500 00
Do., under same Act, due 1st October, 1887,	400,000 00
Do., running 30 years, issued under Act of 13th Feb'y, 1858, for subscription to the Western N. C. Railroad, due 1st Oct. 1886,	200,000 00
Do., under same Act, due 1st July, 1887,	100,000 00
Do., under same Act, due 1st January, 1888,	100,000 00
Do., under same Act, due 1st, April, 1888,	30,000 00
Do., running 30 years, issued under Act of 2d Feb. 1857, for subscription to the Chesapeake & Albemarle Canal, due 1st April, 1887,	250,000 00
	$6,484,500 00
(Am't of Coupon bonds.)	$5,494,500 00

OBLIGATIONS FOR WHICH THERE IS NO SPECIFIED TIME OF PAYMENT OF PRINCIPAL.

Bond payable to the Literary Board,	$ 65,562 00
Do., do. do., do.,	15,442 00
Notes, payable to Cape Fear Bank, on account of loan,	150,000 00
Total funded Debt,	$6,715,505 00

INTEREST.

Annual interest on funded Debt,	$ 4032,90 30
Add interest on Bonds endorsed for the Cape Fear & Deep River Navigation Company (paid by the Public Treasurer,)	18,000 00
Total annual interest,	$ 420,930 30

RECAPITULATION.—(*Principal.*)

Principal due in 1859,	$ 200,000
" " " 1860,	300,000
" " " 1861,	40,000
" " " 1862,	130,000
" " " 1864,	41,000
" " " 1865,	111,000
" " " 1866,	50,000
" " " 1867,	15,000
" " " 1868,	6,000
" " " 1869,	26,500
" " " 1870,	33,500
" " " 1871,	40,000
" " " 1872,	20,000
" " " 1875,	24,000
" " " 1876,	10,000
" " " 1877,	8,000
" " " 1878,	4,000
" " " 1883,	1,000,000
" " " 1884,	630,000
" " " 1885,	1,370,000
" " " 1886,	745,000
" " " 1887,	1,293,500
" " " 1888,	185,000
No time specified for payment,	231,005
	$6,715,505

RECAPITULATION.—(*Interest.*)

Interest, payable in New York, 1st January and 1st July of each year,	$ 213,450 00
Do., payable in New York, 1st April and 1st October of each year,	116,220 00
Do., payable in N. York on account of endorsements for the Cape Fear & Deep River Nav. Company,	18,000 00
Do., payable at the Public Treasury, Raleigh, N. C.,	73,260 30
	$420,930 30

INDORSEMENTS.

Bonds, endorsed under the Act of 27th January, 1849, for the Wilmington & Raleigh Railroad Company,	$250,000 00
Do., under the Act of 10th Feb. 1855, for the Cape Fear & Deep river Navigation Co.	300,000 00
Total endorsements,	$550,000 00

One fifth ($50,000) of the Bonds endorsed for the Wilmington and Raleigh Railroad is due 1st January, 1859; one fifth 1st January, 1860; one fifth 1st January, 1861; one fifth 1st January, 1862; and the remainder 1st January, 1863. Interest payable in New York 1st January and 1st July.

One third of the Bonds endorsed for the Cape Fear and Deep River Navigation Company is due 1st January, 1865; one-third 1st January, 1875, and the remainder the 1st January, 1885. Interest thereon payable in New York on the 1st Mondays in January and July.

The Wilmington and Weldon Railroad Company will no doubt pay the Bonds endorsed by the State, as they fall due, the interest heretofore having been punctually met. The State has lost nothing by lending her credit to this Company.

The Cape Fear and Deep River Navigation Company failed to meet the last year's interest on the Bonds endorsed by the State, and the Public Treasurer has to pay the same, as will appear from the foregoing statement, and it is probable that the State will have to provide for the payment of the principal at least of the first instalment of $100,000, due in 1868. The friends of this improvement, however, are sanguine, that as soon as the navigation to the coal fields are partially opened, the company will be able promptly to meet its liabilities.

For the above endorsements the State is protected by mortgages.

It is impossible to calculate with any degree of accuracy the probable amount of the prospective debt of the State, depending as it does upon contingencies which may or may not happen for a considerable period. The faith of the State is pledged for the completion of the Western N. Carolina Railroad to Morganton, provided one-third of the amount necessary therefor is subscribed by individuals. The company was incorporated in February, 1855, and as yet the State has been called upon for but $450,000 of the subscription of $800,000. The public faith is likewise pledged to endorse the bonds of the Wilmington, Charlotte and Rutherford Railroad Company to an amount of $200,000 upon the completion of each section of 25 miles of said road. This endorsement is protected by a mortgage.

The Treasury is also indebted to some of the Banks of the State for sums borrowed under resolution of the General Assembly to meet pressing exigencies, and in anticipation of the revenue. This amount varies from time to time, and will be paid off when the revenue is paid in by the Sheriffs.

From the Raleigh Register.

THE REMOVAL OF DR. MITCHELL'S REMAINS.

BY AN EYE-WITNESS.

An expectation on my part that some one of the distinguished gentlemen present at the re-interment of Dr. Mitchell's remains would furnish the newspapers of the State with a detailed account of the ceremonies of that occasion, has hitherto induced me to keep silence on a subject which I think should be of such general interest. But so far, having seen in none of our leading journals anything more than a mere announcement that "on the 16th of June the remains of Dr. Mitchell were removed to the top of *Mt. Clingman*," I have concluded that not with my abetting should a ceremony so striking as the burial of our greatest votary of science on the highest point of land in America east of the Rocky Mountains, be suffered to pass with so general a notice.

On the evening of Monday, the 14th of June, the body of Dr. Mitchell—encased in coffins of wood and metal—enclosed one in the other and both protected by a wooden box—was exhumed from the beautiful grave-yard appurtenant to the Presbyterian Church in Asheville, preparatory to its removal, to be commenced early the following morning. It was entrusted to the care of several energetic, able-bodied mountaineers, whose zeal in performing their laborious undertaking, working from the dawn of day on the 15th till a full hour after darkness had settled down on the sides of the Black, and from a very early hour till near midday on the 16th, was truly worthy of highest praise.

From the nature of the road by which the top of the highest peak of Mt. Black (I'll be pardoned for speaking of it under the name of Mt. Mitchell, for so I learned to call it years ago, and I've never yet seen or heard a good reason why its old name should be changed,) from the nature of the road by which the top was to be reached, it was hardly practicable to form a procession to attend the corpse, so a cavalcade of citizens and visitors, including the venerable Bishop of the Diocese of Tennessee, and the distinguished President of our University, some in vehicles and others on horseback, left Asheville between 8 and 9 o'clock, a. m., several hours after the body had been taken from its former resting place. The distance to the foot of the mountain being a distance of only 18 miles, and the roads "passable," was easily made in time to get a good dinner at "Stepp's," a place of accommodation for visitors to the Black. Then exchanging their vehicles for saddles by those who had engaged horses from the drivers, and hiring mules from our landlord by others of us, we commenced the ascent in the afternoon. The winding of the road up the steep sides of the mountains, to make the climbing practicable for man and beast, gave to the long line of horsemen in single file quite a strange appearance, those in front seeming to be going a direction exactly opposite from those following directly in their path. It was truly, to one at a little distance, a sight as beautiful as picturesque, taken in connection with the majestic oaks and chesnut trees, the mountain laurel, ivy, and large red and yellow honeysuckle, the overhanging rocks and cliffs, and other beauties peculiar to mountain scenery, by and through which the cavalcade was passing. At the expiration of about the fourth hour from the time of starting, and a little before sunset, we had passed over half the distance, and reached the "Mountain House," a summer hotel, from its situation truly a wonderful place of entertainment, it being built against the side of the mountain at a point where its declivity approaches nearly to precipitousness. It was, I believe, erected at the expense of a wealthy citizen of Charleston, S. C., Mr. Wm. Patton, who was himself in former years an occasional tenant during the heat of summer. The dreadful smoke made by the winds about its eaves in the winter and spring, would deter a man of stoutest heart from hazarding its habitation, so it is left to take care of itself for eight or nine months of the year. It was untenanted at the date of our visit.

I ought not here to omit to state that near the Mountain House is observed the change of growth on the mountain that constitutes its distinguishing characteristic—the balsam fir from near this point to the tops of the different peaks, almost, if not quite, replacing the trees and shrubs above mentioned as overhanging the first half of the way. It is the dark green of this useful tree that gives the name of "Black" to this mountain with its range of peaks. The kind hospitality of some of the relatives of Mr. Patton had procured for us the keys, and made all of our large company free to enter any apartment of the hotel from cellar to garret, and select our sleeping places at pleasure. To these too, and to Dr. Boyd of the Eagle Hotel, Asheville, we owed the ability to satisfy an appetite such as the exercise we had taken could not fail to give by making a kind of primitive meal in an erect posture—too many to sit—all using fingers for knives and forks, and many the same tin cup in swallowing hot coffee, an effective sedative for nerves that the biting air, as cold as if fresh from snow-drifts, was rapidly unstringing.

Were I not already making my communication too long, I should mention some things of the rest of that eventful night—of the crowded apartments, in which some of us mimicked sleep—of the thick blankets, shawls, and cloaks we shivered under on the night of the 15th of June—of further attempts to keep warm by building a huge fire to secure the comfort that not even bottles of brandy had been able to produce—of silent gratulation of ourselves too on the animal heat (we could afford to ignore all snoring,) afforded each individual by his dozen charms—of the disposition of every one to talk and abuse his next neighbor for talking—of the complaints of one poor sleepy youth, who, lying with his head against a door, through which there was much passing, to the amusement of some, and annoyance of others of his room-mates, deprecated the cruelty of those who by trampling on him, as he averred, bruised his bones, tore his hair and tried the thickness of his skull. But these things are out of place, and I must confine myself to my immediate subject.

An early start, after a hasty breakfast on the remnants of the supper of the preceding evening, and securing the horses and mules that had been turned loose to shift for themselves during the night, enabled most of us from the Buncombe side to toil over the remaining five miles of our road and reach the top of Mt. Mitchell before 9 o'clock. While awaiting the commencement of the ceremonies we had come so far to witness, we had ample time (could any length of time suffice to the true lover of the beautiful in nature) to enjoy the prospect our lofty elevation afforded us, as the cold mists that had enveloped the tops of the mountains gradually disappeared before the sun as he rose higher in the heavens—the majestic heights of the peaks which, with Mt. Mitchell, rise from the common base of the Black—of deep, frightful gorges of mountains on all sides below us, growing every minute, as we gazed, more and more distinct—of rivers winding with their silver streams in every direction from their little sources in the recesses of the great mountain, and the beautiful farms, cultivated spots in the wilderness of trees, scattered here and there with their bright golden harvest over the vast country before and around us.—Surely there never was a finer picture for painter or for poet.

In the meantime, sturdy mountaineers of Yancey in great numbers, some with their wives and daughters, had assembled to mourn at the burial of the friend who had long years before endeared himself to them, while laboring to ascertain the height of their famous mountain, who had died at last in that labor, and been found by *them* at the bottom of his watery grave. The body on a sled, drawn by oxen, and kept with much difficulty in its place was making its slow, winding way to its final resting place. When it was announced as near at hand, a procession was formed to meet it, as up the steep knoll of the summit, the oxen being no longer of use, it was borne on the shoulders of mountaineers, Bishop Otey walking before reading the impressive service of the Episcopal Church for the burial of the dead. It being then laid on the brink of a grave dug mostly through rock, the Bishop delivered a funeral address, a tribute to friendship—all things being taken into consideration, the intrinsic excellence of its sentiments, eulogistic of his old friend, nobly and beautifully expressed, (notwithstanding the very short notice given him that he was expected to be present,) the hundreds of miles he had to travel, leaving much pressing business and members of his family sick at his distant home on the Mississippi—a tribute surely such as in this selfish world, man has rarely paid. A vote of thanks that evidently came from the heart of the audience, and a request of a copy for publication, was but a feeble testimony of their appreciation of it. Though composed largely of people from the surrounding counties, mountaineers who unlike him had never had the opportunity of making themselves ornaments to colleges and academies, the whole assembly seemed deeply impressed by the noble thoughts and beautiful periods of the speaker. And when he spoke of the zealous and untiring labors of his departed friend in the cause of religion and science, in the instruction of hundreds of the youth of our State, and of all the Southern States, for forty years, and of his tragic death in verifying in his old age measurements and calculations made by him on that mountain nearly a quarter a century ago, methinks there was not a boy, of all his hearers, too young or too ignorant to *feel* that, in his death North Carolina lost one of her noblest sons—one of her brightest ornaments.

The learned President of our University, then, before the body was lowered into the grave, paid a grateful compliment to the address we all so much admired, and in a few appropriate remarks added his testimony—that of one who was most intimately acquainted with him he eulogized for over twenty years—to the moral and intellectual worth the wonderful capacity for labor, the untiring zeal he had always discharged in performing the many duties that devolved on him as a Minister and Professor, and the firm support he had ever received from Dr. Mitchell since the commencement of their official intercourse. Before concluding, he signified an intention on the part of himself and N. W. Woodfin, Esq., as owners, to present the top of the *high peak* to the Trustees of the University, on condition that it shall be called Mt. Mitchell—alleging very truly that the right of property was not more theirs than a right to give a name. Of the propriety of this name it seems to me that no one who has an opportunity—as I had on the mountain—to interrogate Dr. Mitchell's guides to the different peaks in 1835 can entertain the slightest doubts. If the oath of man is to be believed he was on the summit on which his body now rests, with William Wilson and Adonijan Allen in 1835.

Ex-Governor Swain's remarks, though *extempore*, were requested for publication, there being appointed as a committee, to confer both with him and Bishop Otey, R. Don Wilson, Esq., of Yancey, Col. Wash. Hardy, of Buncombe, and John W. Graham, Tutor of Mathematics, of the University. It is to be hoped it will not be long before the public in general will be able to enjoy what was so edifying to us who were present on the occasion of the re-burial of Dr. Mitchell's remains.

Charlotte Railroad.—One of the editors of DeBow's Review has been recently travelling over this road, and pays it and its management the following well deserved compliment:

"Having been a passenger myself on these roads, I can cheerfully state, that the roads are in the best order, and that their conductors are gentlemanly and polite. With regard to the coaches, I found them handsomely furnished, of the newest style, comfortable, and commodious. This line of road passes over an elevated and healthy country, free from swamps, mosquitoes, tressels, and is as expeditious as any other line, passing by Columbia, the capitol of South Carolina, the most beautiful city of America, with its elegant society and splendid gardens, and is, in the language of Governor Brown, the Postmaster General, 'the city of philosophy and flowers.'"

"It leads also by Charlotte, the birthplace of the American Independence; by Greensboro', where formerly stood the Guilford Court House, the site of the hard fought battle between Lord Cornwallis and General Greene—the decisive conflict of the American Revolution; and by Raleigh, the capitol of North Carolina, known as the city of The Oaks, named after the graceful cavalier of Queen Elizabeth's Court. At Sugar Green, the driving line of North and South Carolina, I was pointed to the birth-place of Ex-President Jas. K. Polk, and informed that Gen. Jackson, the hero of the battle of New Orleans, was born in the Waxhaw Settlement, thirteen miles east of that point."

Indestructibility of Enjoyment.—Mankind are always happier for having been happy; so that if you make them happy now, you make them happy twenty years hence, by the memory of it. A childhood passed with a due mixture of rational indulgence, under fond and wise parents, diffuses over the whole of life a feeling of calm pleasure; and in extreme old age, is the very last remembrance which time can erase from the mind of man. No enjoyment, however, however inconsiderable, is confined to the present moment. A man is the happier for life, from having made once an agreeable tour, or lived for any length of time with pleasant people, or enjoyed any considerable interval of innocent pleasure; which contributes to render old men so inattentive to the scenes before them, and carries them back to a world that is past, and to scenes never to be renewed again. —*Sidney Smith.*

Catch Him.—A scamp of a fellow, calling himself E. S. Newell, whom a correspondent of the Richmond *Dispatch* describes as a large, fat-faced, dark skinned man, nearly bald, a little lame, and a shoemaker by trade, decamped from Christiansburg, Va., on the 23rd ultimo, leaving behind him a handsome, young wife, to whom he had been married but a few months, and a debt of one thousand dollars. He is said to be a Mason, an Odd Fellow, a Son of Temperance and a zealous member of the Methodist Church. He took the road for Mount Airy, N. C., and is good game for the press, officers of justice and good citizens of the State.—He is set down as a scamp of the first water and ought to be hunted up and caged. Pass him round, brethren of the press.—*Goldsboro' Tribune.*

☞ We saw a good anecdote the other day about long preaching. A lady took her son, of some five or six years, to church. After the minister had been preaching about half an hour, the little fellow grew sleepy and began to nod. The mother roused him into attention several times by pinching. But as it seemed a hopeless case, she concluded to let him sleep undisturbed. After the little fellow had had his nap out, he awoke, and saw the minister still holding forth. He looked up in his mother's face, and innocently asked—'Mother, is it *this* Sunday night, or is it *next* Sunday night?'

A Nursery for Trees.—The Secretary of the Interior has instituted an inquiry through the agricultural division of the Patent Office as to the expediency of establishing a nursery in this city with a view of furnishing public grounds with ornamental trees. A public square of five acres, situated on Missouri avenue, between Four-and-a-half and Sixth streets, we understand, offers many advantages for an object of this kind. It is proposed to collect the seeds of our native forest trees by officers at our military posts, Indian agents, and other functionaries employed by the Government. It is believed the trees can be furnished by this method for less than one-tenth of the cost which has usually been incurred for ornamenting the city. By this means, in after years, the metropolis will present a perfect *Arboretum* of American trees so far as they may be adapted to this climate. In connection with the same enterprise, it is proposed to plant the tea seeds now being collected by Mr. Fortune in China, which are expected to arrive early next winter.—*Wash. Union.*

I NEVER KNEW MY MOTHER.

She died when I was three years old, that she might be an angel to me all my life. But one day in after years, turning over a pile of old letters in my father's study, I found a package of her letters to him, beginning first with her first acquaintance with him, and coming down into her married life; and so I read those pages, at last I knew my mother. What those letters were to her life, that are the Four Gospels to the life of Christ. But I remember that there was one letter in which she first spoke freely and frankly of her love. That, to me, is the Gospel of John. It is God's love-letter to the world.

Let a man but speak forth with genuine earnestness the thought, the emotion, the actual condition of his own heart, and other men—so strangely are we all knit together by the tie of sympathy—must and will give heed to him. In culture, in extent of view, we may stand above the speaker or below him; but in either case his words, if they are earnest and sincere, will find some response within us; for, in spite of all casual varieties in outward rank or inward, as face answers to face, so does the heart of man to man. [*Carlyle.*

Dr. Franklin says, Pride is as cruel a beggar as want, and a great deal more saucy. When you have bought one fine thing you must buy ten more, that your appearance may be all of a piece. It is easier to suppress the first desire than to satisfy all that follow it.

What are another's faults to me?
I've not a vulture's bill
To peck at every flaw I see,
And make it wider still.
It is enough for me to know
I've follies of my own,
And on my heart the cross bestow,
And let my friends alone.

Plutarch speaks of the long white beard of an old Loconian, who, being asked why he let it grow to such a length, replied, "It is, that having my white beard continually before my eyes, I may do nothing unworthy of its whiteness."

Bulwer says, pertinently: A cat, even if she be friendly, never approaches thee by a direct course. No more does the truth, oh friend; but winding round thy stupidities, and rubbing up against thy prejudices, it reaches thee gently, and then, perhaps, scratches.

Music for School Girls.—A model young lady just graduated from a certain distant academy, remarked, the other day, "I cannot deceive how the young gentlemen of the Panola can drink to such excess, when they know it so conjurious to their institutions."—*Panola Star.*