

Moral Reflections.

From the New York Daily Times. WORDS IN SEASON.

BY DR. BETTNER. FRIENDSHIP AND ENMITY.—He who is a friend to himself has seldom any lack of enemies; but he who is his own enemy, is generally considered a fierce fellow, and has a plenty of friends and well wishers.

KEEPING THE PACE. A surly way to keep the peace, Lock'd up as I am by misers won; Imprison'd fast without release, And so withheld that I have none, You like to ride always, but I Prefer the rule of "ride and tie."

FRINDSHIP.—As a demonstration of hospitality and reciprocal sentiment, the Indian custom is to create the Culmet of Peace on entering into covenants with strangers. They take a friendly and sociable puff together.

PEACE INCONSTANT.—The world is so full of provocations, and life so incomplete and unsatisfactory, that peace is a rare possession with most persons; an accidental comfort to some; but an abiding blessing to very few.

SILENCE.—There are three kinds of silence. The silence of peace and joy; the silence of submission and resignation; and the silence of desolation and despair. Let us be as they whose delight is in the first; miserable are those who are driven to the second; and most wretched and miserable all those who are doated to the last.

THOUGHT AND MEMORY.—Odin was said to have been always attended by two ravens, which sat on his shoulders; whence he was called the God of Ravens. One was styled Hugin, or Thought; the other Mugin, or Memory. They whisp'd in his ears that they saw or heard.

The ears that it should crop or teach; Misdeeds in public are suppressed, But private wrongs go unredressed. The harsher despots not alone, Usurp the sceptre and the throne; Secure within the home-domain, The most despotic despots reign,

Who lord it, where there's no retreat, And crush their victims under feet. How many hearts, with griefs weigh'd down Must shudder when the sovereigns frown And from a prying world conceal,

The pangs which they in secret feel! What homes they make who boast of nerve Drear as the dungeons they deserve, From which they might not hope release, If thus they broke the public peace.

Abhorring this Nerotic throng, I shield the weak, and lash the strong; A happier lot be mine to know, To stay a tear, nor bid it flow!

BIBLICAL ORDER OF LIFE.—The Bible contains not only the rule, but the typical order of life. History is the Genesis, or the beginning, the History, Prophecies, Songs, Proverbs, Lamentations, Epistles, Epistles, Acts, and finally, the Book of Revelations, which if individually written out, would unfold mysteries as great and incomprehensible as those of Patmos.

SPIRITUAL RAPPINGS. SPIRITS SPEAKING TO THE CHURCHES. On Saturday evening last, Rev. Dr. Tyng, of this city, delivered a discourse to his congregation, on the modern Spiritual phenomena.

The learned divine treated the subject with great solemnity, and in a manner which merits our careful consideration, though we cannot sympathize with his fears. He frankly admitted the facts and repudiated the idea of their being merely some new development of electric or magnetic forces. He contended for the Spiritual origin of the manifestations, but insisted that the "Adversary of souls" was employed in their production. This conclusion he rested, not on the intrinsic nature of the facts, but on the alleged disagreement of the manifestations with several verses which he cited from different portions of the Old Testament.

Dr. Tyng spoke with great apparent concern, and warned his people against pursuing the investigation for scientific purposes, or under the delusive idea that the mysterious power is harmless. He announced the fact that there were mediums among the communicants in his church, and that for three weeks past he had personally wrestled with his adversary almost incessantly. It had disturbed his meditations by day and his sleep by night, and the speaker was understood to remark that is the annoyance continued to increase, he should be obliged to relinquish his ministry. He desired the earnest prayers of his people and begged their forbearance for speaking so plainly.

There was no denunciation of mediums or others, but the whole discourse evinced a candid and loving spirit, a profound solemnity of feeling, and the most painful apprehensions. Our respect for Dr. Tyng's sincerity is not diminished by our widely different estimate of the new developments. We trust that the Doctor's apprehension arose from a misapprehension of the whole subject. We, at least, have no suspicion that our Heavenly Father has resigned the world and the church into the hands of the Adversary, or that he will ever withdraw his Divine guardianship.—Spiritual Telegraph.

The Express quotes a part of the Spiritual Telegraph's paragraph about Dr. Tyng's lecture on the "Rappings," and civilly adds: "Of course we have no means of knowing whether all this is true or not—nobody believing what a newspaper says, that professes to be edited by Spirits."

THE NEWS. NEW-BERNE, N. C. MARCH 19th, 1853.

TO CORRESPONDENTS. An interesting letter from "Acton" is at hand, but it was received too late for insertion this week. The interest of the topics touched upon will not be diminished by a week's delay. It shall appear in our next.

CONCERT. Another Concert of Vocal and Instrumental music, was given at the Theatre, by several of the young gentlemen of New-Berne on Tuesday night last, and also still another by the same band of amateurs on Wednesday night. The Concerts we learn were very well attended, the music excellent, and the entertainment well received by those present.

DR. TOMPKINS' ADDRESS.—AGRICULTURAL SOCIETY &c. The citizens of our County had the pleasure of listening to a very spirited and appropriate address at the Court House on Tuesday evening last, on the subject of Agriculture, from Dr. Tompkins, the Editor of the Farmer's Journal.

His remarks were attentively listened to by quite a number of our farmers and other gentlemen. And what is evidence in point, that they were appreciated, an Agricultural Society for the County of Craven, was formed at the close of the address. The proceedings of the meeting may be seen in another column.

We learn also that quite a number of names were added during the week, (it being Court week) to the subscription list of the Journal.—Success to the indefatigable efforts of the gentleman to promote the great cause of Agriculture in our State. We are the advocates of an efficient Agricultural Society, and will say more on this point, hereafter.

THE RAIL ROAD AND NEW-BERNE. Notwithstanding the space occupied in our columns to-day, in another shape, upon the Railroad, the subject so much engrosses public attention at present, that we apprehend a few Editorial remarks will be acceptable to our readers. The demonstration on Saturday last in favour of doing something to revive business in our old Town, was gratifying to all those who have been labouring for years to rouse our citizens to the necessity of action upon this matter. True we have not yet the satisfaction of announcing that any thing has been done or initiated.—Still the circumstances attendant upon the meeting are calculated to cheer the advocates for doing something.

We might, after the manner of some of our co-temporaries, we suppose, herald the notice of the meeting, by a flourish of trumpets, as for instance we might display in flaming capitals at the head of this article,—GREAT DEMONSTRATION IN NEW-BERNE! INTENSE EXCITEMENT! THE OLD FOGIES FRATERNISING WITH YOUNG AMERICA! But we forbear. The facts in the case would hardly bear us out in such a display, and on this point we only remark that our citizens generally were highly gratified to see gentlemen present in the meeting on Saturday, who have been heretofore, to the regret of many, and we are certain to the detriment of the cause, to keep themselves aloof from the movements of our citizens to create facilities for reaching our market.

These are the men of influence—men who have the sinews of war—men in whose hands is the capital. We rejoice then in so favorable an omen for the future prospects of Newbern, and trust a better day is at hand. Whilst we were pleased in the main with the remarks made by our respected Fellow Citizen Judge Donnel, a brief notice of which will be found in the proceedings of the Railroad meeting held on Saturday, and were glad to see him giving his countenance to a meeting designed to promote the Internal Improvement of the State and to benefit this region of country, we must yet dissent from the estimate in which he seemed to hold the North Carolina Railroad and its extension to Beaufort by way of New-Berne.

Statesman of ability and experience, of good sense and undoubted patriotism, projected that enterprise.—It has been sustained by the efforts of many of our ablest men—by their advocacy and indomitable energy it has been carried forward in spite of a formidable opposition, and of almost unparalleled obstacles, and its completion, and we believe its ultimate extension east and west is now placed almost beyond a contingency. We have no doubt that the Judge's views are honestly entertained, and we only regret that a gentleman in so favorable a position to exercise a great influence upon public opinion, should have arrived at a conclusion so directly in opposition to the cherished opinions of so large a portion of our ablest men, and to the favorably increasing sentiment of the public at large.

All our citizens have however the undoubted right to express their views upon all subjects of the kind.—Discussion will elicit truth, and we take this opportunity to invite an expression of the views of any of our citizens through our columns, as to the best and most advisable course to pursue, in view of all the circumstances, in regard to a connexion of the central portions of the State with Beaufort harbour—to what point ought our attention and all our energies in view of our position, now to be directed, in order to best promote the building up of a great commercial emporium on Beaufort harbour.—To promote the best interests of the State at large—and to secure to New-Berne as large a share of trade and commerce as she can be made to command? These are questions in which our whole community and the whole State are interested and their free discussion, may well claim the exercise of our wisest heads, and ablest pens.

RAILROAD MEETING.

At a meeting of the citizens of Newbern, assembled upon a short notice at the Court-house on Saturday the 12th inst., for the purpose of appointing Delegates to attend a Railroad meeting to be held in Fayetteville on Monday the 14th inst.; on motion of George S. Stevenson, Esq., John D. Whitford, Esq., Intendant, was called to the chair, and, Wm. H. Mayhew appointed Secretary.

The object of the meeting was briefly stated by the Chairman. The Hon. W. H. Washington then rose and said—Owing to his absence from town during the greater part of the week and his pressing engagements since his return from Onslow, he was not aware that the meeting had been called until a few minutes before it assembled; and he was not therefore fully apprized of its object. He had gathered however from the remarks of the Chairman and from conversation with different members of the meeting that the object and intention was to consult upon the propriety of sending delegates to a Rail Road Meeting, to be held in the town of Fayetteville on Monday and Tuesday of the next week. Now, he Mr. W., had not sufficiently considered the proposition to build a Rail Road from the Coal Fields via Fayetteville, directly to Beaufort, to say whether he should favour the project or not. He had not been able to make up his mind fully as to the effect of such a Road upon the Newbern Interest nor its operation and ultimate effect upon his favorite notion of uniting the "blue mountains of the West with the blue Ocean of the East." He is inclined to think the two roads could be auxiliary to each other, but without committing himself for the present for or against the proposed Rail Road from Fayetteville to Beaufort he was decidedly in favour of sending delegates to that meeting.

In the first place it was not only proper but highly becoming in the People of this section of the State—the known and ardent friends of Internal Improvements—to give their countenance and attention to such movements on the subject as are calculated to promote the interest of the State wheresoever or whatsoever they may be. And in the next place he considered it decidedly important to our interests that we should know the aim and object, plans and purposes of the movement now under consideration, which we can best do by being represented in the proposed meeting at Fayetteville. He, Mr. W., would therefore submit the following resolutions, which were unanimously adopted.

1st. Resolved, That eight Delegates be appointed by the Chair to represent the interest of New Bern in the meeting proposed to be held in the town of Fayetteville on Monday next.

2d. Resolved, That the said delegates so appointed shall be constituted a committee of correspondence and vigilance on behalf of the Town of Newbern and County of Craven.

The following named gentlemen were subsequently appointed by the Chairman, as said Committee; Hon. Wm. H. Washington, Hon. John R. Donnell, George S. Stevenson, John Blackwell, Elijah Ellis, J. C. Justice, John N. Washington, Esqrs., and Dr. John A. Guion.

The Hon. J. R. Donnell being called upon by the meeting, arose and spoke upon the subject at considerable length. He expressed himself decidedly in favour of the enterprise in agitation, designed to connect the Coal mines in Chatham County, passing through or near Trenton in the latter county, and running thence to Beaufort Harbour, so as to pass at a point within five to seven miles of Newbern; and in favour of connecting Newbern by means of an arm with the Railroad at this point. The Judge advocated his views with much earnestness and enforced them with ability. He remarked in substance that his views upon the subject of Internal Improvements had probably been misapprehended by many of his Fellow Citizens—that he had been represented as opposed to all enterprises, designed to benefit the town or the State. But that this was a great mistake—that on the other hand, any enterprise of the kind that upon careful examination met the sanction of his judgment as judicious and really calculated to effect the great end of such improvements, would ever meet his warm approbation, and find in him an earnest advocate. After a mature and careful examination, he had not been able to regard the North Carolina Railroad and its extension from Goldsboro' to Beaufort harbour as an enterprise of his character. He gave his reasons at some length for this opinion. On the other hand the enterprise of connecting the Coal mines of North Carolina by means of a Railroad via Fayetteville, by a company which proposed to build it with their own capital, was the first scheme of the kind that had been agitated in the State that he had been able to bring his mind to regard with favour as judicious or promising in its anticipated results.

Beaufort Harbour, the Judge thought, offered advantages for a depot for Coal and for drawing to itself the means of an active and extensive commerce that far surpassed those of any other point in the State.

He dwelt at length upon his reasons for preferring the particular route for a road from Fayetteville to Beaufort Harbour, which he advocated, instead of a road on an air line, and gave many reasons why he thought a company that contemplated the construction of such a railroad would be induced to give the preference to the former. He appeared to be well informed as to the nature of the ground over which the respective routes would pass, and reasoned very plausibly in favour of his own particular views.

At the close of Judge Donnell's remarks, on motion, the names of the Chairman and Secretary were added to the list of Delegates, and the meeting adjourned.

JOHN D. WHITFORD, Chairman. WM. H. MAYHEW, Secretary.

A CONTRAST. From what point in North Carolina shall her Coal be shipped? Distance from Wilmington to the Ocean 35 MILES. Depth of water on the shoal in the Cape Fear between Wilmington and the Ocean 9 feet—Distance from Beaufort Harbour to the Ocean 0 Depth of water on Beaufort Bar 25 feet.

Agricultural Meeting.

At a meeting held at the Court House on Tuesday March 15th, for the purpose of forming an Agricultural Society; On motion, O. S. Dewey, Esq., was called to the Chair and Samuel Whitehurst appointed Secretary.

About thirty gentlemen enrolled their names as members of the Society; On motion, that a committee of five be appointed by the Chair to form a Constitution and By-Laws for the government of the Society; The Chair appointed Wm. B. Wadsworth, Samuel W. Chadwick, Frederick P. Latham, Council B. Wood and J. H. Richardson.

On motion, the meeting was adjourned to meet again at the Court House in New-Berne on the first Saturday of April, at 12 o'clock. O. S. DEWEY, Chairman. SAMUEL WHITEHURST, Secretary.

RAILROAD MEETING IN WILMINGTON.

To give the friends of a connexion by railroad, of Beaufort Harbour with the North Carolina Coal Mines, an idea of the estimate which the enterprising citizens of Wilmington place upon securing as large a share of the trade as possible that must result from the discovery of the extent and value of these mines, we copy the following proceedings of a recent meeting held in Wilmington, from the Wilmington Herald of March 24th, inst. We commend the spirit with which the Wilmington people take hold of every enterprise calculated to advance the commercial interests of that flourishing place. Should we not be benefited by copying their example?

With half the enterprise in this portion of the State we could secure in spite of every effort at Wilmington or elsewhere, not only the benefits that must result from the Coal Trade, but the control of the great portion of the trade of Middle and Western North Carolina, for a city that might suddenly be made to rise on Beaufort Harbour, and that would soon eclipse Wilmington and become the Commercial Emporium of the State. Enterprise and energy may effect much in overcoming the obstacles that nature has placed in the way of Wilmington's becoming the Commercial Emporium of the State, but how much more would the same enterprise and energy effect if directed to build up that emporium; at the point where nature has placed advantages so superior, in depth of water, a splendid harbour, and unequalled position, that he who runs may read, that the hand of God has intended this as the spot for the Emporium of the State's Commerce, and that if we avail ourselves of these advantages, the puny efforts of man to control the course of trade and divert it to any other point, will prove vain and futile. Will our people, be wise in time and act? The following are the proceedings to which we refer:

RAIL ROAD TO THE MINES.

At a meeting of the citizens, held at the Court House, Wednesday night, March 9th, in pursuance of a call from the Magistrate of Police, for the purpose of obtaining a full expression of opinion upon the propriety of building a Rail Road from Wilmington to Fayetteville, connecting with the Fayetteville and Western Rail Road. On motion of Wm. C. Howard, Esq., Dr. F. J. Hill was called to the Chair, and T. Burr, Jr., and Donald McKee were appointed Secretaries.

The Chairman explained the object of the meeting in a brief remark, after which the subject was fully discussed by Messrs. R. Strange, R. H. Cowan, H. L. Holmes, F. J. Hill and O. G. Parsley. Upon motion of H. L. Holmes, Esq., it was Resolved, That the Chairman appoint a committee of gentlemen to attend the R. R. meeting at Fayetteville on the 14th inst., to meet in concert with the committee appointed by the W. & R. and W. & M. R. Companies.

Whereupon, R. H. Cowan and H. Nutt, Esqrs., were appointed said committee, with the power of appointing substitutes. On motion, the Chairman, (Dr. F. J. Hill), was added to the committee. On motion of Dr. F. J. Hill, it was Resolved, That it is the duty of the General Government of the United States to improve the entrance into the Cape Fear River, and while we look with confidence to Congress for the accomplishment of this important work, yet, in this respect we should meet with disappointment, the citizens of the town of Wilmington have the ability, and with it the enterprise and liberality to put it forth; and we pledge ourselves to each other that the improvement shall be made, according to the plans and specifications of the late coast survey.

On motion of O. G. Parsley, Esq., it was Resolved, That the committee be instructed to confer with the President and Directors of the Cape Fear Navigation Company, and urge on them the absolute necessity of further improving the Navigation between the towns of Wilmington and Fayetteville. On motion of R. H. Cowan, Esq., it was Resolved, That it is expedient to make a connexion with the Coal Mines of Moore and Chatham by Rail Road, and that the special object of the committee appointed by this meeting be to make provision for such connexion.

On motion of O. G. Parsley, Esq., it was Resolved, That a standing committee of five citizens of the town of Wilmington be appointed by the Chairman, at his leisure, whose duty it shall be to collect all information relative to the practicability of the improvement of our River and Bar, independent of the action of the General Government, and that they shall call a meeting of the citizens at any time they may think proper. On motion, no other business appearing, the meeting adjourned.

F. J. HILL, Chairman. T. BURR, Jr., Secretary. D. MACKEE, Secretary.

Table with 4 columns: Date, Description, Amount, and Total. Includes entries for Jan. 12, 13, 14, 15, 16 regarding ship expenses, postage, storage, freight, and payments.

\$16 on one hhd. of Sugar by way of expenses will do pretty well. But a house in Salisbury received a bill the other day, the charges of which, on a \$16 lot of buckets from Charleston to Charlotte, were eight dollars.

Very general complaint, on account of the inexcusable neglect of business on the part of the South Carolina Rail Road and Forwarding Agents, in addition to these gross charges, have been made.

OUR CORRESPONDENT.

I stated in my last, Mr. Editor, that I would consider the effects of the construction of the proposed Rail Road from Goldsboro' via New-Berne, to Beaufort, upon the commercial interests of the Town.

It appears to me Sir, that no serious apprehensions need be entertained of any injurious effects, as is the opinion of some, and if the subject is properly weighed in all its bearings, it must be seen that great good will grow out of it.

The Central Rail Road draining a large district of the most productive section of the State must necessarily become the highway for a large amount of produce of all kinds; this, thoroughly understood and believed by the numerous friends of that great work, and Virginia looking to the results which must flow from the construction of this thoroughfare of trade and travel, is directly and has nearly completed two distinct lines of first class Rail Roads to tap the very life blood of the Old North State, and direct all the trade if she can of the Central Rail Road to her own marts.

She also has a third, and even a more dangerous scheme in the full tide of successful progress—the Richmond and Danville Rail Road. Efforts have already been made to secure a Charter from Greensboro' to Danville, the distance by an air line being only 33 miles. It is however to be hoped that no such suicidal policy will ever be sanctioned by a North Carolina Legislature. It will require however, all the vigilance and watchfulness of every true North Carolinian, to stave this off—for individuals and interests are at work of no inconsiderable weight and import, calculated to effect a great deal—even this much to be dreaded connection.

The energies and the resources of the State should go hand in hand to concentrate her inexhaustible productions to her own sea ports, and if future Legislatures stand firm to the true interests of the State, this can be accomplished.

We hold, Mr. Editor, that Newbern, as one of these sea-ports, is entitled to her share of this trade, and we believe further, that she can make it to the interest of the interior of the State to give her that share. If she cannot command it by the facilities of her position, and the low rate at which freight of all kinds can be transported to and from the interior, why, by the laws and regulations of trade, always governing itself, she will not be entitled to it. But in that regard, we are perfectly willing to take our chance for it—feeling strong in our position provided the terminus of the Central Rail Road is not so arranged as to impose an onerous and unnecessary tax upon the trade at this point.

Supposing the Rail Road then from Goldsboro' to Beaufort via New-Berne to be built, how shall we stand compared with Beaufort? In these comparisons no unfriendly feeling is entertained towards Beaufort; on the contrary the desire here is to see that Port as it deserves to be, the greatest emporium and seaport upon the Atlantic coast south of Norfolk, believing that whatever tends to benefit Beaufort must to some extent be felt in New-Berne. But we merely as an act of simple justice to our position, desire to state fairly our own prospects to our own citizens, that they may judge for themselves, and make up their minds understandingly. Supposing then, as I before remarked, the proposed Rail Road built. The distance from New-Berne to Beaufort is, say 40 miles—and it is believed that this will be found to be within the true distance when the Road comes to be located—then at the usual charge upon Rail Roads, of produce in general, of four cents per ton per mile (and we have high authority for this) it would cost per ton to Beaufort \$1.60 cents; upon 20' tons or a vessel load of 1500 barrels, the additional charge to Beaufort, provided the produce passed on there, would be \$320—the lighterage upon such a vessel from New-Berne would be about \$40, not exceeding \$50; then we have \$270 upon such a cargo in favour of New-Berne. Does any merchant doubt that this will tell effectually in favour of New-Berne? The undersigned cannot. It is conclusive then that New-Berne must be benefited by the Road.

As I promised, in my next I will consider the effects of the Newse River Improvement upon the commerce of the Town.

COMMERCE.

Furriqu.

ARRIVAL OF THE AFRICA. The steamer Africa has arrived, and brings the following news: LIVERPOOL.—Sales of cotton for the week reached 34,000 bales. The demand is fair, but sales are at lower rates. Holders are not pressing the market. Lower grades have declined the most. Trade in the manufacturing districts has largely declined. Flour has declined 6d.; Western Canal is quoted at 26s; Ohio 27s; Corn has declined; yellow is quoted at 33s 6d; white 34. Tobacco is in fair demand, and firm. Consols are unchanged. There have been large transactions in American securities.

MISCELLANEOUS.

France is quiet. Extraordinary precautions are being taken at Pesti. An outbreak is apprehended. Mazzini is lurking in the neighbourhood of Milan. He had planned the seizure of an Austrian steamer, but was frustrated. A war is deemed imminent between Turkey and Russia. The arbitration of England and France is sought by Turkey. The King of Burmah has been deposed by revolutionists. The report of an attempt to assassinate the King of Prussia is untrue. LIVERPOOL.—Saturday.—Sales of 4,000 bales of cotton in favor of buyers.