

### From the Journal of Commerce. On Black, Red, Green, and Inflammable Snow, Black, Red, and Yellow Rain, and Red Hail.

In the Journal of Commerce of 2d instant, an extract is given from the Boston Journal, in which it is mentioned that a fall of black snow occurred at Walpole, N. H., on the 30th March. The account forwarded to Boston was written with a solution of the snow as it fell, and had the appearance of having been written with pale black ink. It is mentioned in the Journal of Commerce of the above date, that after the prevalence of a rain-storm in Cincinnati in the latter part of last March, the pavements throughout the entire city were found to be strewn with a yellow substance resembling sublimate of sulphur, but which was ascertained on close examination to consist of pollen of flowers, wafted by the winds, from a tropical region, to the North. Many earth-worms were likewise deposited on the pavements by the same rain—this yellow rain extended also to Louisville, Ky. Yellow or sulphur showers have frequently occurred before. A description of one of them was given by De Saussure towards the close of the last century. As many phenomena of a like kind have been witnessed in different countries, and at various intervals of time, we propose, in a summary way to notice a few of them.

In the Polar voyage of Captain, now Sir John Ross, in 1818, he discovered that the snow on the cliffs of Baffin's Bay, not far from Cape Dudley Digges, was of a red color. Many conjectures have been advanced concerning the cause of such an unusual appearance. Specimens of it were preserved, and on the return of the Expedition, it was analyzed by Mr. Brande, the chemist, who, having detected in it traces of uric acid, hastily pronounced that the coloring ingredient proceeded from the mutes of birds. It was however, the general opinion of the officers, who had examined it with the microscope, that it was of a vegetable character; and in this opinion Dr. Wollaston concurred, after a minute investigation both by the microscope and by chemical tests.

Mr. Brown, the celebrated botanist, conjectured that it might be derived from some of the algae, confervae, or tremelle, (Tremella Crenata,) the more probable, as the roots of the mosses, species of Polytrichum, common on those cliffs, are of a deep scarlet hue.

But in a memoir read by Mr. Bauer before the Royal Society, the true nature of this red snow of Baffin's Bay was fully determined. He showed, conclusively, that it was of a fungous origin; that the fungi were capable of vegetating in water, but in this case the globules produced were not red but green. He ascertained, also, that excessive cold killed the original fungi; but their seeds still retained vitality, and if immersed in snow, produced new fungi, generally of a red color.

Snow, then, seems to be the proper nidus or soil of these fungi.

It is surprising that the appearance of this crimson snow, brought to light by Sir John Ross, should have been regarded by him, as well as by some of the learned men of Europe, as a marvelous display of nature, and as an even so extraordinary that the like never had been known or heard of before.

The existence, however, of red snow had been recorded centuries before by Pliny, Livy, and Aristotle; and Aristotle mentions that it had been observed in the mountains of the Alps. In 1778, when M. De Saussure was on Mount St. Bernard, he discovered it in large quantities. He concluded correctly, that it was of vegetable origin.

On the 16th November, 1813, there fell in the township of Broughton, in the northern part of America, so great a quantity of black powder, that it completely covered the snow which was then on the ground.

This was no doubt analogous to the black snow which fell recently at Walpole.

A substance called inflammable snow fell in Russia on 11th April, 1822. It burnt with a blue flame without smoke.

On the 14th May, 1849, a shower of black rain fell in several parts of Ireland. It was particularly noticed at Carlow, Kilkenny and Abbeyleix, and is supposed to have extended over an area of more than four hundred square miles. It occurred about six o'clock in the evening, and was preceded by such extreme darkness that it was impossible to read except by candle-light.

After this darkness had existed for some time, a hail storm, attended with vivid lightning, but without thunder, occurred, and when this subsided, the black rain fell. This rain was found on examination to have an extremely fetid smell and a disagreeable taste; it left a stain upon some clothes on which it had fallen, and the cattle refused to drink of it. A bottle of it was presented to the Royal Dublin Society, by Prof. Barker. The specimen was sent from Carlow, accompanied by a letter, in which the writer mentioned that, at the time of its collection, it was uniformly black, and resembled writing ink. Prof. Barker found that by allowing it to stand for a time, the black coloring matter separated from the water with which it had been mixed, rendering the color much lighter than at first.

The blackness of this rain was owing to the collection of carbonaceous particles in the atmosphere; and the fetid odor was due to the presence of sulphuretted hydrogen or of decomposed animal and vegetable matter. It will be seen however, further on, that the formation of colored rain may be owing to other mineral and earthly components transfused into the atmosphere.

On the 2nd November, 1819, at half-past two in the afternoon, the wind being westerly, the heavens cloudy and the air calm and humid, there fell at Blankenburg, in the duchy of Brunswick, for the space of a quarter of an hour, a copious rain of a deep red color, which insensibly resumed the ordinary aspect of natural rain, and so continued during the rest of the day.

An analysis of it was made by Messrs. Meyer and Steep, chemists at Bruges. One hundred

weight of a rose color, slightly approaching to violet, subjected to the action of heat and evaporated to four ounces, became of a brick red color, and did not yield, on cooling, any precipitate.

Experiments in the usual way showed that, before and after evaporation, this water was neither acid nor alkaline; but by the addition of sulphuric acid, a very sensible disengagement of chlorine acid was manifested.

A solution of nitrate of silver produced a white precipitate insoluble in boiling water, which, upon being decomposed, was recognized as a chloruret of silver.

Mixed with deuto-nitrate of liquid mercury, a protochloruret of mercury was produced; and, mixed with hydro-sulphuret of potash, a black precipitate was obtained, in which the presence of cobalt was detected.

In Gassendi's Life of Peirese, notice is taken of a remarkable fall of red rain, which occurred in and around Paris in the year 1608. It was one of those recurrences of bloody rain which have so often awakened the wondering awe and superstition of the unenlightened people. The opinion of the vulgar, countenanced by some of the Theologians, was that the appearance was produced by demons and witches, shedding the blood of innocent babes.—Husbandsmen, who were at work in the fields, were reported to have been so astonished at the shower, as to leave their labor, and fly for safety into the neighboring houses.

But Peirese thought that he discovered the true secret of the mystery in the red excrementitious matter deposited by the common butterfly, (Papilio C. Album,) in passing from the chrysalis to the mature or perfect state. He happened to have the aereia of an ordinary papilio at home, which was undergoing transformation at the time and upon the completion of it, it left a red spot behind, and on searching around in the neighborhood, he found a good many more red spots which were caused in this way.

But this philosopher committed an error, similar to that into which Mr. Brande fell, in regard to Sir John Ross's red snow—an error which Lord Bacon characterizes as anticipatio Nature, an anticipation of Nature.

Through the politeness of Henry Grinell, Esq. of this City, I have been permitted to examine a small vial of red snow, brought by Dr. Kane on his return from his first Arctic voyage. It is in a state of liquification, and looks like a solution of powdered Peruvian Bark.

The uric acid from the mutes of birds, and the excrementitious matters deposited by the transformation of the insects, were only accidental co-incidences, not primary causes.

A shower of rain, red as blood, fell in 1849, near the village of Bonville, in Wales. It was so manifest that it impregnated the clouds of earth, many of which looked like ruddle, or red chalk.

The country people generally were dreadfully alarmed, and regarded it as prognosticating some coming misfortune. Others, who did not happen to witness the occurrence, came, in the course of the day, to examine the discolored soil.

A red rain fell at Naples, March 14th, 1818. As usual it terrified the multitude, who believed it to be blood or liquid fire.

It proved to be an infusion of some earthy and carbonaceous substance.

Other depositions of rain have frequently happened in which small fish, frogs, reptiles, short, dry substances, which have ascended into the air, have been found, and which have again been sent back to the earth's level from whence they came.

A preliminary preparation of clouds is not even always necessary to produce a shower.

Sir James C. Ross, in his voyage to the Antarctic in 1847, mentions that in the month of December, during a clear sky, and in a cloudless night, rain fell for an hour, when he was not far from the island of Trinidad.

A cretaceous rain fell in the region of Mount Etna in April, 1781. An analysis of it was made by Count deGiouini.

An abundant rain of Molluscs, genus *Bullimus*, took place at Montpellier, in France, in 1825, after a violent storm which came from the West. The noise of the falling shells resembled that of hail, and they might have been collected in thousands.

As we have already spoken of red snow and red rain we will quote one example of red hail.

On 13th March, 1813, while the ground was almost entirely covered with snow, there fell at Arezzo, in the department of the Arno, in Italy, a quantity of hail, not very compact, and of a reddish, yellow color. It commenced at nine in the evening, and continued until next morning. The heaviest fall took place about three in the morning. A high wind prevailed and lightning was visible during the night, accompanied by loud thunder.

It was examined by M. Fabroni of Arezzo. He found that it contained some argillaceous earth, with slight vestiges of carbonate of lime, iron, manganese, and silica.

From the previous statements which have been made it appears that depositions from the atmosphere are of an animal, vegetable, earthy, and mineral kind. Of the different colors, the red predominates, or is most frequent. But the red color of snow seems to be ascribable to a vegetable or animal growth inherent in the snow itself; and analogously to it, botanists have remarked that plants bearing red flowers naturally select a white surface on which to grow. In soils of that description such plants are indigenous.

The descent of those extraneous substances which have found a temporary lodgment in the air is generally rapid, like that of hail, and soon over.

Notwithstanding that snow has often acquired a reddish hue after it has fallen, yet the fall of red snow itself from the clouds is a very rare and remarkable occurrence. Such an event happened, however, in Switzerland, over a large tract of country, on the 3rd and 4th February, 1862. It was examined by M. Ehrenberg, who found it to yield a red precipitate containing a large quantity of lime and silica, a little alumina, and some iron and manganese, differing in no essential respects from the chemical analysis of Ross's red snow by Peschier.

The plant which communicates the crimson tinge to snow was called by Aghard *Protococcus nivalis*, and by Sir William Hooker, *Palmella nivalis*. Still later, though, Mr. Shuttleworth, an English gentleman resident in Switzerland, and Professor Agassiz also, both examined specimens of red snow with the microscope, and detected, *animalcules* which they supposed occasioned the coloring matter, and their investigations were confirmed by the researches of Prof. Meyer.

There is, perhaps, but one example of green

thority of Martins, the naturalist mentioned above. While exploring the desolate solitudes of Spitzbergen, he beheld the novel spectacle of broad expanse of green snow. It was accompanied, however, with the *Protococcus nivalis*, giving the red color to some of the masses. Martins decided, therefore, that the red globules of the green snow were identical with those of the red snow; that they were one and the same plant, only in different stages of development. But that it is difficult to state which is the original, Mr. Bauer's experiments already alluded to coincide pretty nearly with these inferences.

We will bring these observations to a close by giving a brief sketch of the sand showers of China, which are not generally known, and which bring with them annoyances to which, fortunately few countries are exposed.

Sand showers are of common occurrence throughout a great extent, if not the entire portion of the vast plains of China. An account of them has recently been written by Dr. D. I. Macgowan of Ningpo, and published in Wallis's Year Book of Facts.

The natives are quite familiar with this phenomenon. The showers usually occur at different intervals during the year, and at times when neither cloud, fog, nor mist obscures the heavens, but the sky presents a rusty hue, and the sun and moon have a smoky aspect.

It is an impalpable yellow powder, which insinuates itself into dwelling houses, and wearing apparel, as well as into the eyes, nostrils, and mouth; it is extremely annoying; and gives rise to many ophthalmic disorders.

These Chinese sand showers are supposed to originate in the vast alluvial Plain of Eastern Asia, known as the Desert of Gobi or Shamo.

The sand of the Sahara, in like manner, is occasionally elevated by whirlwinds into the upper currents of the air, and deposited in the waters of the Atlantic, twelve hundred miles sometimes, opposite to the trade winds.

The Atlantic Ocean acts, therefore, as a recycler of this arid air, divesting it of its excessive heat, and precipitating the fine, irrepresible, and noxious sand mist which is disseminated from the sterile wastes of Africa.

ACTON.

From the Greensboro' Patriot.

### LETTER FROM GOV. MOREHEAD.

OFFICE N. C. RAILROAD,  
GREENSBORO' June 9th, 1853.

Editors of the Greensboro' Patriot:

I have the honor to acknowledge a communication from his Excellency, D. S. Reid, under date of 4th inst, requesting the President and Directors of this Company to have the surveys made of the contemplated extensions of the North Carolina Railroad,—eastward from Goldsboro' to Beaufort Harbor, and westward from Salisbury to the Tennessee line, according to the provisions of the Act of Assembly entitled "An Act to incorporate 'The Atlantic and North Carolina Railroad Company,'" and "The North Carolina and Western Railroad Company."

I desire to give this pleasing intelligence to the friends of these enterprises, through your valuable paper, with an assurance that the work will be commenced at as early a day as practicable.

In communication, I informed our Chief Engineer, Walter Gwynn,—our board meets early in July, by which time, I hope we shall have a corps of Engineers ready for the field.

Not a moment is to be lost. The deep, deep regret is, that these extensions are not now in full progress of construction. The giant strides of improvement around us should arouse us to action. The ignominious and pusillanimous complaint that nature has done so little for us is a libel upon the old dame. Let us see if it be not. If the labors and opinions of that distinguished American citizen, Capt. Baché, of the U. S. Coast Survey, to whom our commerce is already so much indebted, can have any influence on our opinions, we have at the Eastern terminus of one of these extensions one of the finest harbors, at Beaufort, for all commercial purposes on the whole Atlantic coast. And if the improvements at the mouth of Cape Fear shall succeed, as it is hoped they will, shall have another port, surpassed by few, if any, to the South. Then here are the ports; the latter requiring but little aid from man; the former made and presented by the hand of nature in its unrivaled excellence.

But it may be asked, what commerce have we, to require such a port as Beaufort? Let the answer be the commerce of the world.—Look at the location of this port,—placed in the end of the North Carolina coast, which projects like a promontory into the Atlantic, midway and within sight of the great line of navigation between the North and the South and within thirty minutes sail of the ocean.—Nature made it for a stopping place for commerce—the half-way house between the North and South,—where steamers may get their supplies of anthracite, semi-bituminous and bituminous coal, so profusely scattered on either side, and unless I am much mistaken, under the great Central Railway, which by this eastern extension, will connect with that port.

But there are views connected with this port to which public attention has not been sufficiently directed. Lieutenant Manry, of the Washington Observatory,—whose services have done more for navigation and commerce than perhaps any other man living,—addressed a communication to me or both houses of Congress on the subject of the commerce of the Amazon, Mississippi and Gulf of Mexico. For philosophical and statesmanlike views this paper is without a rival, and should be read and studied by every American citizen. It shows very clearly that the trade of the whole Gulf of Mexico, including its magnificent rivers, must pass out at the straits of Florida, and that some Southern port must become the great emporium for that commerce. Has any port the advantages that Beaufort has?

But let us take a western view of these extensions. The Road running from Beaufort along the Central Railroad and to the Tennessee line, and thence along the lines already in progress of construction to Memphis, will not vary one degree from a due West course. Extend the same line westward (and I predict it will surely be done) to the city of San Francisco, which is to become the great emporium of the East India trade, and who can doubt that the trade of the Mississippi valley, as well as that of the East Indies and China will crowd our port. This line will vary less than three degrees from a due West course.

Let us direct our attention to what nature has done for us at home. We have a genial climate; navigable bays and rivers; vast tracts of water-land; a soil unsurpassed for fertility; and minerals exhaustless fill the earth upon which we tread, their richness equalled only by the soil that tries to hide them. That we may not be ignorant of their existence, they peep out at every step and look us in the face, yet we find them not. Like the lazy laborer who, with his fellows, was caught slumbering by his employer: the latter, by way of rebuke, said he would give a crown to know which was the laziest in the crowd. The long stub-sided fellow, after a great yawn and stretch, said, "here he massa—give me de money." "Here, you lazy rascal, take it," tendering him the crown. With another yawn and effort to bring his pocket in view, "do, massa, do me de favor to jest drop it in dat pocket!" Like him we look upon the coal, iron and limestone in juxtaposition—but as it is not forged into plow shares and rolled into rails, we touch it not. Gold and copper, silver and lead, nestle together in the earth; but as they are not melted into pigs, ignits and bars, or coined into currency and placed in our pockets, we heed them not.

"Nature has not done enough for us! No nor never will, until she gives us MEN—men worthy the age in which they live.

The President and Directors of the N. C. Railroad, Messrs. Editors, will have the surveys made,—to your corps we look, to have the work done. Let the whole press of North Carolina turn their artillery upon these points, and success must follow.

Onward! and take you the lead.

J. M. MOREHEAD,  
Pres't. N. C. Railroad.

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## THE NEWS.

### NEW-BERNE, N. C.

#### SATURDAY, JULY 2d, 1853.

The "SONG OF THE SHIRT" and accompanying appropriate remarks by our Fair Correspondent have been received, but unavailably crowded out in consequence of several long articles being in type previous to their reception. The communication shall appear in our next.

THE FOURTH.—The Anniversary of our National Independence will be celebrated in New-Berne on Monday next. This is all right. The remembrance of the blessings that were the result of the doings of our Patriotic forefathers on that day should be periodically brightened and enhanced by the now time honoured observance of Independence day as in our boyhood days it was universally called. The lack of an oration in the programme of the proceedings, published last week, albeit a fourth of July Oration is an "old told tale," is in our opinion a sad defect. Where is the eloquence for which Old Athens has been not a little noted, in days gone by, that Young America can't stir up our blood sand patriotism on that day?

ST. JOHN'S DAY.

This anniversary was appropriately celebrated with much zeal and spirit, on Friday last, by the Masonic Fraternity in New-Berne. The day was a fine one for the ceremonies, the rain which fell the preceding day having laid the dust and cooled the air. A large number of the order from the adjoining Counties availed themselves of the invitation to be present at the celebration, and the procession being large and in appropriate regalia, made quite an imposing appearance. The ceremonies were gone through with, agreeably to the programme previously announced, consisting of a Procession, Address at the Theatre, Odes, Inauguration of Officers, &c. A large number of our citizens besides brethren of the Lodge, was present during the ceremonies and address at the Theatre. The Portrait of the Grand Master, A. T. Jenkins, Esq., was presented to the Lodge, and a highly appropriate address was delivered on behalf of the Lodge, by George Green, Esq. We are not a member of the order, and only know from Mr. Jenkins' reputation as a Mason among his brethren, that he stands high as such, but we cannot allow this opportunity to pass, without saying that the general sentiment of this community in which Mr. Jenkins was born and has lived, is that as a man, a gentleman in the true acceptance of the word, and as a citizen, this was a deserved and appropriate compliment. The address of the Rev. T. P. Ricard was an eloquent exposition of the principles of Masonry. A Soiree at the Masonic Hall at night closed the celebration. The invitations were, we learn, numerous, extending to all the immediate relations, male and female, of the brethren in New-Berne, as well as to quite a number in the country. A large number of all ages, sexes and conditions attended, and were, we learn, very hospitably and agreeably entertained and were much pleased with the whole affair.

SMITH'S PANORAMA.—We inadvertently omitted to give the proprietors of Smith's Panorama of the Holy Land &c. due credit for an act of liberality on the last evening of their recent exhibition in New-Berne. Their exhibition was really attractive, and was liberally patronized by our citizens, and on the last night of the performance the proprietors gave the entire proceeds of the evening, after deducting necessary expenses, to the Female Benevolent Society of New-Berne. The Treasurer of the Society we learn, acknowledges the receipt of the same, amounting to \$21 65 from Messrs. A. Miller, and H. G. Cutler, who were appointed a committee to receive and pay it over.

STATE INDEPENDENCE.

Is there a rational ground for doubt that it is of the highest importance to the best interests of North Carolina that her people, one and all, should now concentrate their efforts upon some means for building up speedily, a proper system of Internal Improvements, having for its leading object, the placing the control of the trade of the State in their own hands, and the use of its benefits personally to themselves?

Is there any more ground for doubt that the North Carolina Railroad, properly so called, extended from Goldsboro' to Beaufort, and from Charlotte to the Tennessee line, is the great foundation—the framework of such a system, and of the only system practicable for effecting the desired object?

We believe that a large, a very large majority of such of our citizens as comprehend the nature of the case, will answer, there is no rational doubt of either.

But in full view of the vital importance of a speedy accomplishment of this great work, what have we seen, and what do we still see? We refer not now to the obvious fact heretofore noted, that until recently this great object has been overlooked or disregarded by those who have had the control of the location and construction of our works of Internal Improvement. We refer not now either to the fact that many of the early friends and zealous advocates of such a system have become discouraged, and appear to be either indifferent or antagonistic to the work.

The error that has been committed, might yet be speedily corrected—the damage the State has sustained by delay might gradually be repaired—the early friends of such a system would, in due time come up to the work and render efficient aid were it not for more injurious influences that have been thwarting it and are still throwing obstacles in the way of its accomplishment—retarding the work, and intentionally, or unintentionally, impairing its efficacy should it ever be accomplished.

What are these influences? We answer, sectional, local influences, prompted to an active and often insidious opposition, by imaginary, or at best temporary shortsighted views of self-interest.

Yes, superadded to the lamentable ignorance and obstinacy that the great cause of internal improvements in our State has had to encounter among the masses of our people, all over the State, and which could not or would not, see the necessity, advantage, prudence or propriety of our embarking in a system of improvements like our sister States, but which ignorance and obstinacy are now being rapidly dispelled, there have been, and to an alarming extent still are certain local sectional influences at work which clog and render nugatory the efforts of the numerous advocates and friends of a work so vitally important to the best-interests of all parts, and the whole State.

Where are these influences at work, and how do we know of their existence and baneful operation? We answer, chiefly in the central portions of the State, having Charlotte and Raleigh as their head quarters. True it is, but a portion, and we believe for the honor of the State, but a small portion of the citizens of that region, thus favour local, sectional, short, sighty views of interest, but it is nevertheless an influential portion, that thus sits as an incubus on the energies of the State, and prevents them from being put forth in the right direction. Behind the curtain, but nevertheless seen darkly, are Virginia and South Carolina interests. They are the prime instigators, the wire workers of every movement, which shews itself among this portion of our citizens either in open opposition to the extension of the North Carolina Railroad east and west, or in favour of local schemes calculated to nullify or impair its efficiency, in effecting what should be its leading purpose—the Commercial Independence of the State.—This baneful influence was seen, not darkly but glaringly, in the very inception of the great enterprise of building the Central Railroad. It is well known and not even denied, that at the Session of the Legislature which finally by the casting vote of the Speaker of the Senate passed the Charter for building the Road, that the emissaries of Virginia and if we remember right of South Carolina, were present as lobby members, moving heaven and earth to defeat the enterprise, and do what?—to build a Railroad directly across the State from Danville in Virginia to Charlotte, through the very heart of the State, and as one of our own members illustrated the effect of this notable scheme, thus place the good Old North State in the condition of a bundle of fodder with two Jackasses pulling for it, one one way and the other the other way. Now, since this scheme was defeated by the Charter of the Central Road, this same influence, Satan like, has never ceased its machinations, but only transferred its operations to more insidious movements, but all calculated to effect the same end—the Commercial Vassalage of the State.

But procl pudor!—vain and nugatory would be the efforts of interests in our neighbours were it not that they find not only willing ears to listen to their insidious appeals and representations, but ready and eager hands to help them, in the very heart of the State.

We have neither the space nor the inclination to follow the legible traces of this influence as it has from time to time exhibited itself in open opposition or covert movements against the completion of a North Carolina system of Internal Improvements. Suffice it to say, that

this influence has been seen in more than one instance, in attempts so to locate depots upon the Central Railroad as to favour Virginia and South Carolina Markets, and do away the necessity for a crumple the efficiency of the extension of the Road East—that it recently showed its cloven foot in the notorious scheme on foot and favoured by a few for extending a railroad partly across the upper portion of the State, calculated as a substitute for the Danville Road, and that would render the Central road almost useless as the basis of a North Carolina System. This scheme was, to the honour of the North Carolina press be it said, almost universally repudiated by it, and the good sense of the people, happily, and we trust effectually, choked it down in its inception.—This same influence was visible in the last Legislature, and is yet at work. Rumours, with good foundation we think, were recently rife of a scheme on foot, by some in the Central portion of the State for hooking up by a new and strong link to South Carolina by running a road, perhaps from some point on the Central Railroad, to what is called the Northeast extension in South Carolina. The same spirit is seen, perhaps exercised by some who do not see its bearing and effects, in the ardent zeal with which a portion of the people in the centre of the State greet a close connexion with Virginia, by means of the late consummation of a long cherished scheme for binding Raleigh and Norfolk in closer ties of commercial interest. In short we warn our readers and the friends of the extension of the N. C. Railroad that this influence is still alive and actively at work. The snake has been scotched, but not killed.

BEAR KILLED.—As Mr. J. Hoover and one or two others were going down the River on Wednesday morning last in a large canoe, when about twelve miles below New-Berne, nearly opposite Perkins's Landing, they discovered and killed a large bear whilst he was in the act of swimming across the river from the Southern Shore. They saw him at a long distance before they came up to him, and whilst he was still near the Southern side of the river. He had the appearance of a distance of a boat bottom side up, and they did not suspect what sort of a customer they were about to meet with until they got near him.

As they neared Bruin and cut him off from the shore, he made towards the canoe, and seemed to be disposed to come on board and take passage, but one of the men not fancying the looks of the passenger, gave him a hard blow over the head with a handspike or pole, when he turned off. Another boat that was near came up, and the men on board took part in the sport. It required hard knocking to keel him over, as the men had no more effective weapons than the poles and oars. He showed fight as well as he was able, but being taken to disadvantage in the water he was at length killed, taken on board one of the boats and brought to town. He was a sizeable bear, weighing after his entrails were taken out, 245 pounds. Our Market going friends had a fine chance to taste bear steak on Thursday morning, as he was cut up and sold there at five cents per pound.

GOV. MOREHEAD'S LETTER.

We call the reader's attention to the letter of Ex-Governor Morehead, on the survey of the routes, and the extension of the North Carolina Railroad. Mr. Morehead has shown himself a staunch and indomitable friend of Internal Improvements in the State, and we have always regarded him as among the most decided friends of a true North Carolina system. This letter breathes this spirit. It briefly but ably sustains the position that we have been insisting on in our columns, that the North Carolina Railroad when extended East and West, must embrace elements of success to render it the grand controlling feature in a system of improvements calculated to place the commercial prosperity of the State upon a sure and permanent foundation. We hope his exhortation to immediate and efficient action will have a good effect. We will mention here that Gov. Morehead and some others had made arrangements for being present in New-Berne some days since, and addressing the people of this region, on the subject of the extension of the road, but the arrangement was frustrated by causes beyond his control. We presume he will hardly carry his laudable purpose into effect now, before the Fall, after the survey is completed. That will be a most favorable time, and we hope, although we are not aware he has given any citizens any such promise, that he will come down at that time or sooner, and that we may then have a railroad meeting "as is a meeting."

THE WEATHER AND THE CROPS.—The effects of the refreshing shower with which we were favored last week, and the fall of the Thermometer which speedily followed, have both again disappeared, and for some days we have again had hot dry weather. Dry weather indeed seems to predominate here and throughout the country this Summer.—The Spring was generally dry but cool. In the western portion of the State, and indeed as we hear, the upper part of Craven, in Jones, Lenoir, Greene, Wayne and Johnston, the Corn crop is suffering severely from the drought. In the neighborhood of New-Berne, and in the lower part of Craven, and in Carteret, the Corn crop looks on the whole promising, and we have been favored with occasional showers, whilst elsewhere there has been almost uninterrupted dry weather. But even here and below it has been too dry. The Wheat crop in Virginia and North Carolina has come in well.

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THE WEATHER AND THE CROPS.—The effects of the refreshing shower with which we were favored last week, and the fall of the Thermometer which speedily followed, have both again disappeared, and for some days we have again had hot dry weather. Dry weather indeed seems to predominate here and throughout the country this Summer.—The Spring was generally dry but cool. In the western portion of the State, and indeed as we hear, the upper part of Craven, in Jones, Lenoir, Greene, Wayne and Johnston, the Corn crop is suffering severely from the drought. In the neighborhood of New-Berne, and in the lower part of Craven, and in Carteret, the Corn crop looks on the whole promising, and we have been favored with occasional showers, whilst elsewhere there has been almost uninterrupted dry weather. But even here and below it has been too dry. The Wheat crop in Virginia and North Carolina has come in well.

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