

MISCELLANY.

THE RETORT COURTEOUS.

When Lord —— was Governor-General of India, the 117th regiment (I give this cypher because such a regiment never was seen in Bengal, and I don't choose to give the real number) was quartered at Fort William.

Lord —— was a very good man, probably a very great man, but he was a sad tyrant, and sometimes was apt to fancy that, instead of the representative of royalty, he was royalty itself. This was a mistake which occasionally led him into error.

Now, Col S ——, who commanded the 117th, was about as good an officer as ever wore a pair of epaulettes; the most distinguished in his Majesty's service, were proud of him, and loved him dearly; because, although he drilled them daily till they almost fainted, he never suffered any one to pass a slight or to do any thing against the corps that he commanded.

It is now a K. C. B. or G. C. B. Few officers have better deserved this well-earned honor. Col S —— is a soldier, every inch of him."

My Lord ——, who, by the by, was a civilian, ordered a grand review. The troops were drawn out on the esplanade. The day was burning hot.

The Governor-General could see from his viceregal mansion that they were awaiting him. His Excellency chose to remain longer at *lupa*; the troops, having dropped for nearly two hours beneath the burning rays of a tropical sun, were nearly worn out, when Lord —— came prancing out to look at them. It is a great honor to be looked at by a great man; so the troops presented arms, and the officers dropped their swords. In a moment, however, the eagle eye of Lord —— beheld a flag, stiff, bold upright. He instantly despatched an aide-de-camp to command that it should be lowered. Col S —— respectfully declined, on the score that it was the king's color of the 117th regiment, and could only do homage to a member of the royal family.

"Am I not the representative of Majesty?"

"You are, my Lord."

"Then I desire that flag to be lowered."

"I extremely regret, your Excellency, that I am compelled to decline complying with your order. The king's ensign can only be lowered to royalty itself."

"Sir, I insist."

"My Lord, I will not give an order contrary to the rules of the service, and the directions given me when I had the honor of being placed at the head of this gallant corps."

"You shall repent this disobedience. I shall instantly refer the question home, and if you are wrong I'll have you dismissed the service."

The enraged Governor-General, thwarted for the first time in his life, galloped back to his palace, where his anger considerably impeded his digestion. The 117th regiment marched into Fort William, well knowing they had made a dire and powerful enemy.

During the twelve months which elapsed for an answer from Europe, no officer of the marked corps were invited to his Excellency's banquets. Many petty slights were shown them: in a word they suffered all the little grievances which superior authority can, when it chooses, inflict.

"A flight of the answer came," Col S —— said. He had acted strictly according to regulations; but a request was conveyed to him, that, in future, his Excellency seemed to make a point of it, he would lower the King's color to the Governor-General.

Each considered he had gained a triumph, and the 117th were marched down to Calcutta again, to prove before the world at large that Lord —— was to receive a bow from a red and blue flag, yeelp the King's colors.

A review was ordered. The salute was given, and all went off well.

That evening the Governor-General gave a grand party. He as usual commanded the band of the European regiment in the fort (the 117th) to be in attendance——it being the custom in those days always to strike up "God save the King" the instant the great man emerged from the drawing room; occasionally "See the Conquering Hero Comes" was thrown in as a delicate complement, while a flourish of trumpets announced each course in succession, and the military musicians delighted the ladies during the meal with several pretty airs.

On the evening in question Capt. C —— the aide-de-camp, stepped out of the room and audibly pronounced, "His Excellency." This was a signal that Lord —— was handing down the first lady in company, and should have been followed by the opening crash of the national anthem. But, alas! not a sound responded to the appearance of his Lordship.

"What's this—what's this, eh? Is there no band?"

"Yes, my Lord, tremblingly replied C —— the band of the 117th regiment."

"Why don't they play? I go and see.——These men are sadly drilled, I fear," blandly remarked his Excellency to the pretty Mrs. D ——.

The aide-de-camp returned. He actually looked pale with horror.

"Well, with your honor's pardon?"

"They have not brought their instruments."

"Not brought their instruments! Stupid fools! Tell them to go instantly and fetch them; and if they are not back in a half an hour I'll have them all punished. Here, you, Sir, you band-master, do you hear what I'm saying? Quick!"

"Please your Excellency, I can't."

"And why? Do you presume to bandy words with me?"

"No, my Lord; but——"

"I'll have no buts. Be off, Sir, directly and fetch your instruments. What could Col S —— mean by sending the band

here like a parcel of sticks? I don't want the men—I want the music."

"Please you, my Lord, I was ordered to say the men of the band are under your Lordship's command, and attend according to order; but the instruments belong to the officers who purchased them by subscription out of their own pockets, and they refuse to lend them to you."

"What?" roared the irritated Governor-General.

"It's not my fault, Sir," ejaculated the poor band-master.

We shall not print the anger of the great man, or the joy of the officers at finding they had fully succeeded in conferring the retort courteous on the proudlest, the blindest man that ever landed in Bengal.

A PIECE OF LEGAL ADVICE.

The ancient town of Rennes, in France, is a place famous for law. To visit Rennes without getting advice of some sort seems absurd to the country people round about. It happened one day that a farmer named Bernard, having come to town on business, beheld himself that as he had a few hours to spare it would be well to get the advice of a good lawyer. He had other board of a lawyer named Foy, who was in high repute that people believed a lawsuit gained when he entered his cause. The countryman went to his office, and after waiting some time was admitted to an interview. He told the lawyer that having heard so much about him, and happening to be in town, thought he would call and consult him.

"You wish to bring an action, perhaps," replied the lawyer.

"No," replied the farmer, "I am at peace with all the world."

"Then it is settlement of property that you want to settle?"

"Excuse me, Mr. Lawyer, my family and I have peevish made a division, seeing that we draw from the same well, as the saying is!"

It is, then, to get me to negotiate a purchase or a sale, that you have come?"

"O, no, I am neither rich enough to purchase nor poor enough to sell."

"Will you tell me, then, what you do want of me?" said the lawyer in a tone of surprise.

"Why, I have already told you, Mr. Lawyer," replied Bernard; "I want advice—I mean to buy you for it, of course."

The lawyer smiled, and taking pen and paper, asked the countryman his name.

"Peter Bernard," replied the countryman, quite happy.

"Your age?"

"Thirty years, or very near it."

"Your occupation?"

"What's that?"

"What do you do for a living?"

"Oh! that is what it means, is it? Why I am a farmer."

The lawyer wrote two lines, folded the paper, and handed it to his client.

"Is it finished already?" said the farmer.

"Well and good! What is to be the price of that advice, Mr. Lawyer?"

"Three francs."

Bernard paid the money and took his leave, delighted that he had made use of this opportunity to get a piece of advice from the great lawyer. When the farmer reached home it was 4 o'clock; the journey had fatigued him, and he determined to rest the remainder of the day. Meanwhile the hay had been cut two days, and was completely made. One of his men came and asked if they should draw in.

"What, this evening?" exclaimed the farmer's wife, who had come to meet her husband. "It would be a pity to begin this work so late, since it can be done as well to-morrow."

Bernard was uncertain which way to decide. Suddenly he recollected that he had the lawyer's advice in his pocket.

"Wait a minute," he exclaimed, "I have an advice, and a famous one, too—that I paid three francs for; it ought to tell us what to do. Here, wife, see what it says, you can read written hand better than I."

The woman took the paper and read this line:

"Never put off until to-morrow what you can do to-day."

"That's it!" exclaimed Bernard, as if a ray of light had cleared up all his doubts—"Come, be quick! get the carts and away!"

"What, this evening?" exclaimed the farmer's wife, who had come to meet her husband. "It would be a pity to begin this work so late, since it can be done as well to-morrow."

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WILMINGTON & WELDON R.R.

OFFICE OF THE R.R. & S. P. Co.,
Wilmington, N. C., Feb. 26, 1856.

THE FOLLOWING MODIFICATIONS and changes in the rate of freight on this road have been adopted, to go into effect immediately. A. S. S. S. is transferred from the 3d to the 4th class, and the maximum charge to be 37 cents per 100 lbs. S. I. FREMONT, King & Suppl. Feb. 28—1856.

COPIES FOR FRENCH \$2.50 per ton.

On all articles over the N. C. Railroad, from beyond a freight of 100 lbs. per ton, the rates of that road, they will now be charged by the rates of his road, if less than the rates of the N. C. Railroad.

Goods and Merchandise are notified that all consignments for the West will be transported with great dispatch from Wilmington by our train, that can run four days a week to and from Goldsboro, connecting at that place with a tri-weekly train West to Charlotte.

WILMINGTON & WELDON R.R. CO.
OFFICE ENGINEERS AND SUPERINTENDENT,
Wilmington, N. C., Jan. 1, 1856.

THE PASSENGER TRAINS WILL, UNDER THE FOLLOWING NOTICE, RUN OVER THIS ROAD AS FOLLOWS:

GOING NORTH, DAILY.
DAY EXPRESS TRAIN leaves Wilmington at 8 A. M. arrives at Goldsboro at 9 51—leaves in 6 minutes—and arrives at Weldon at 1.30 P. M.

NIGHT EXPRESS TRAIN leaves Wilmington at 4.30 P. M. arrives at Goldsboro at 8.5 to supper—20 minutes, arrives at Weldon at 1.00 A. M.

GOING SOUTH, DAILY.
DAY EXPRESS leaves Weldon at 12 P. M. arrives at Goldsboro 3.20 P. M.—leaves in 5 minutes; arrives at Wilmington at 7.30 P. M. to supper.

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PRICING TRAINS.—To and through Wilmington to Goldsboro, both ways at Goldsboro.
Through tickets North sold in Wilmington to Baltimore \$12, to Philadelphia \$14; to New York \$15 50; to Washington, D. C. \$11.
FRETICKETS WILL NOT BE SOLD TO A NEGRO IN PASSENGER'S COMPARTMENT.

Passengers are notified that an extra charge of one cent per mile will be required of those who do not purchase tickets at station.

THE NIGHT EXPRESS TRAINS are to be run, with tickets, at double rate: Local fare, with tickets, about 3 cents per mile; 1 cent in the car, about 4 cents per mile.

SCHEDULE OF PASSENGER TRAINS: Wilmington to Goldsboro, on Mondays and Tuesdays, leaving Wilmington on Tuesdays and Fridays, and Goldsboro on Wednesdays and Saturdays. All dues on freight, up and down, payable at General Freight Office in Wilmington on receipt of delivery, including that on the North Carolina Railroad. L. P. HARMAN, General Superintendent. Jan. 29.

Office WIL & MAX. RAIL ROAD? Wilmington, Dec. 13h, 1855.

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GOING SOUTH, DAILY.
DAY EXPRESS leaves Weldon at 12 P. M. arrives at Goldsboro 3.20 P. M.—leaves in 5 minutes; arrives at Wilmington at 7.30 P. M. to supper.

NIGHT EXPRESS leaves Weldon at 9 P. M. arrives at Goldsboro at 1.10 A. M.—leaves in 5 minutes; arrives at Wilmington at 6.30 A. M.

PRICING TRAINS.—To and through Wilmington to Goldsboro, both ways at Goldsboro.
Through tickets North sold in Wilmington to Baltimore \$12, to Philadelphia \$14; to New York \$15 50; to Washington, D. C. \$11.
FRETICKETS WILL NOT BE SOLD TO A NEGRO IN PASSENGER'S COMPARTMENT.

Passengers are notified that an extra charge of one cent per mile will be required of those who do not purchase tickets at station.

THE NIGHT EXPRESS TRAINS are to be run, with tickets, at double rate: Local fare, with tickets, about 3 cents per mile; 1 cent in the car, about 4 cents per mile.

SCHEDULE OF PASSENGER TRAINS: Wilmington to Goldsboro, on Mondays and Tuesdays, leaving Wilmington on Tuesdays and Fridays, and Goldsboro on Wednesdays and Saturdays. All dues on freight, up and down, payable at General Freight Office in Wilmington on receipt of delivery, including that on the North Carolina Railroad. L. P. HARMAN, General Superintendent. Jan. 29.

Office WIL & MAX. RAIL ROAD? Wilmington, Dec. 13h, 1855.

The Intellectual Vigor of a People as Indicated by the Character of its Literature.

LITERARY AND CRITICAL WEEKLY JOURNAL.
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The Directory will contain a list and description of all the Steamboats Disasters that have occurred on the Western and Southern waters, including the names of the boats, the date, the cause, the number of lives lost, the amount of property destroyed, and the names of the survivors. The Directory will also contain a list of all the Steamboats on the Western and Southern waters, with their names, commanders, and owners.

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Wilmington June 7. JNO. HARMAN. 37-41

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GEO. MYERS. 87

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NOTICE! NOTICE!! NOTICE!!!

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20 Do. E. P. do; Saline;
50 Do. Do. do; Saline;
20 Do. Do. do; Saline;
50 Do. Do. do; Saline;
20 Do. Do. do; Saline;
50 Do. Do. do; Saline;
20 Do. Do. do; Saline;
50 Do. Do. do; Saline;
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BRICKS.