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West Point Military Academy.

There have now been expended upon the Military Academy at West Point about four millions of dollars. The annual expenditures of the institution, at the present time, are about \$1,500,000. The Academy is designed to receive 270 cadets, and in consequence of sickness, resignation, and other causes, it is seldom if ever full. There are usually about 210 upon the ground. One cadet is appointed from every Congressional district, being nominated by the Representative from that district. The President of the United States appoints ten annually, and as there are five classes, there are usually, in the Academy, fifty appointments. The cadets are considered as in the service of the United States, and each one receives the pay of \$24 per month. This sum is about sufficient to defray the necessary expenses they must incur.

The discipline of the institution is very rigid, but not infrequently so as to be a source of disgrace to the cadets. A young man who appears in the morning with his hair disheveled and his boots unpurged, with a spot upon his white pants, or with his teeth unbrushed, is punished, according to the nature and degree of the offense. No tobacco smoke is permitted to pollute the breeches which sweep over that beautiful expanse. A visitor cannot pass over the parade-ground with a cigar without being informed that he is violating the rules of the place.

The instruction in science and mathematics, and all other arts which are supposed to have a bearing upon the military profession is most admirable. The examination in these branches is minute and rigorous. If a student does not bear a good examination, his name is stricken from the list of cadets, or in the polite phraseology of the institution, his "resignation is accepted." Many, every year, thus leave the Academy. The scientific education thus secured must be very thorough. So far, however, as we could ascertain, the routine is very onerous to the pupils. In such an institution, the rigor of military discipline is indispensable. But military discipline is incompatible with much personal liberty. The chains which bind the soldier, though pointed with goryons colours, are still manacles and cages.

We were exceedingly interested in the exhibition of gunnery. Twenty-four and 42 pound shot were thrown at a distance, as we were informed, of a mile and a half. The shot were thrown with great precision, several of them plunging through the target, and all striking in its near vicinity. Many shells were thrown from Paixhan guns, which invariably exploded just as they reached the target, throwing their fragments in every direction. The effect of one of these shells, thrown into a dwelling, or exploding in the midst of a body of men, must be awful in the extreme. They can be thrown, in point blank range, a distance of two miles or more, and the moment of the explosion timed with the utmost precision.

There seems to be, indeed, even at West Point, an instinctive feeling that all the influences of the place are not exactly in accordance with our Saviour's command, to love our neighbor as ourselves. Upon this subject, I am permitted to copy the following most interesting extract from the report of the examining committee, which is forwarded to the Secretary of War at Washington:

"To ethics the text book of Dr. Wayland is used; but in compliance with an order issued by some former department of the Executive, the chapter on war is omitted. If any difficulties are presented by considering the Profession of Arms in its relation to the Moral Law, it seems not only to avoid them, or go around them."

"If what Lord Wellington is reported to have said in the British House of Lords is true—namely, that a man of refined religious sensibilities has no right to be a soldier, then ought the business of a soldier to be forever struck from the catalogue of human vocations."

This report of a committee of the Board, was adopted unanimously by the Board, consisting of fourteen members from as many States of the Union, five of whom were graduates of the Academy, and eight of whom had military titles.

In the Academic Hall, where the examination was conducted, we observed several flags taken in our war with Mexico. They were tattered and bloodstained, and could they speak, would probably tell tales of horror, which would make the ear to tingle.—J. S. C. Annot.—N. F. Ecandist.

True History of Lafitte the "Pirate."

Many thrilling romances have been written, and much bad poetry perpetrated, upon the life and adventures—the piratical and bloody deeds—the hair-brained schemes and marvellous exploits of Lafitte, the famed pirate of the Gulf, who succeeded our illustrious friend Simeon Panza, as Governor of Barataria. Ingraham, Lippard, and some half a dozen other spawners of startling narratives, have tried their hands at Lafitte, and in the course of time, we may expect that the eternal Janies will catch him in his wide spread net, cast for heroes and bloody incidents.

It is very repulsive to our feelings to be compelled by a sense of duty as stern historians, to dissipate much of this romance. It afflicts us to the soul to give up a defender, a romance which has nourished our youthful fancy, and spiced many an hour of idleness. It is like waking from a pleasant dream, or shaking off the pleasing influence of chloroform. It imposes upon us a duty as repulsive as that of the great historian of Rome, Niebuhr, who so rudely attacked all the pleasing traditions about Romulus and Remus, the sneaking wolf, and the rope of the Sabines, and proved that they were mere allegories—not like the stories of Simbad the Sailor, of Baron Munchausen, of Captain Riley, and Counselor L—, positive, substantial facts.

But the truth of history must be vindicated, as Colonel Benton once remarked, in continuing a speech which his opponents said was an elaborate compound of no-such-things. And so we must, though it snap the heartstrings of our fancy, and throw into our earliest traditions, the truth of history; of many foul wrongs it has received at the hands of the novelists and false

The Camel.

We are indebted to an esteemed friend for the following paper, upon the Camel, from the pen of a gentleman who has had much experience of the habits and character of the animal, and wishes to see it imported into America for its serviceable qualities.—*National Talking-Camel.*

It is a well known fact to Eastern travelers, and especially to those who have visited the mountainous regions of Syria, Palestine, and the Peninsula of Sinai, that the camel is a serviceable animal on rough mountain paths, as in the moorland of the desert. On this account the modern Arab never troubles himself with road-making. He will not even remove a stone from the middle of the path which leads to his usual watering place. The dry bed of a torrent is his high-road across the mountains, and foot-bridges are his guides through the phantoms. The tough soles of the camel's feet are effected neither by the burning sand nor the loose sharp-edged stones strewn over the volcanic mountain range which extends from the Taurus to the Indian Ocean. The long-legged, sure-footed animal makes his way through the heavy mud, crosses the rapid torrents, steps over the huge boulders and other impediments which he often encounters, and this with a load upon his back, and sometimes, perhaps, the additional weight of the lazy driver, while the male would be unable to travel over the same ground, though without any load whatever.

The camel is not exclusively made use of by the peaceable traveler and merchant. Both the privileged and unprivileged robbers of Arabia and Africa prefer him to the horses of Nedjee or Dongola. The dromedary, or running camel (in Arabic "bahree," or "bakeen"), is a particular species. Any young camel may be trained for racing and for war, although the mountain breeds are best adapted for these purposes. The camel drinks only every second day; but it may be deprived of water for three days together, without any effect upon its health and vigor. It will perform an eight day's journey with no other food than three pounds of oil-cake and a few handfuls of grain. The dromedary carries sixty pounds weight, in addition to its rider; and it will outstrip the fleetest horse in a day's march. The "cavass" of the Egyptian Government travel on dromedaries from Cairo to Suex, a distance of ninety three miles, in eight hours.

The common day's journey of caravans in Syria and Arabia is from twenty-five to twenty-seven English miles, and the load of each camel is between four and five hundred weight. The Indian mail is conveyed from Suex to Cairo on camels in eighteen hours. An Egyptian camel, amongst the tallest and strongest breeds, will carry, for a short distance—six hundred to one thousand yards—from 10 to 20 ewis.

The camel is also very successfully employed for draught by the engineer department of Aden. It is far superior to the slow and greedy ox. The camel draws as much as two oxen, it walks twice as fast, and it certainly does not eat more than one ox. It may be broken in when three years old, and will be useful and active to the age of fifteen or twenty. The best food on journeys is oil cake, beans, and Indian corn.

The camel is certainly more useful than either the lama, mule, horse, or ox, as well on account of its superior strength, frugality, endurance, and willingness, as of its adaptability to every climate and every soil. On the journey from Damascus to the coast, in the month of March, or from Koniah to Smyrna, the traveler often passes in a day the snows of the mountain range to the burning sand of the desert—a change which has no effect upon his hardy beast.

Amongst the Mohammedans camel's flesh is an article of food. When young it is not easily distinguished from beef. Camel's milk is the chief food of the wandering Arab; and the hide of the animal is considered superior to any other for sandals.

I have this enumerated some of the advantages which would render the introduction of the camel into America an inestimable benefit. There is no reason why the camel should not be serviceable to man on the prairies of Texas, and the mountain regions of Mexico, New Mexico, and California, as in the corresponding tracks of the Old World—the line of Oranburgh to Mogadore, and from Mogadore to Pekin. It would be acclimated as soon and as easily as the *genus asinus*, no species of which existed here until the Spaniards imported the horse and ass, and the New World already possesses an animal of a corresponding species to the camel—the lama.

Camels are often tormented with scorpions and the mange which, from the innate carelessness of the Arab, are often neglected until they put an end to the animal's usefulness. There are also other defects, which the dealers are as desirous in concealing as any dealer in horse-flesh in the Old or New World. In purchasing, therefore, it is necessary to be acquainted, not only with the nature and habits of the animals, but also with the language and character of the dealers, and with the laws which regulate cattle dealing, laws which are the same wherever the Arabic is spoken and the Koran revered. I have seen camels of burden sold for \$3, and for \$50, and running camels for \$20, and for \$200. The cheapest and best are to be procured in those places where there is least foreign trade; for example, Mogadore, in the Khilafat of Morocco.

With regard to transport, a vessel of 250 tons would hold sixty camels. If such a vessel were to go to Marseilles with a cargo of American goods, and leave that port on her return under ballast, with ten tons of linseed oil cake and two hundred and forty bags of Egyptian beans, stop at Mogadore and take on board the camels, which should already have been purchased and held there in readiness, they would probably be in Galveston in three months from the time the vessel left America. Twenty-five dollars each, and twenty-five dollars freight of each animal, would, I think, be the maximum of the expenses. At all events, for \$4,000 sixty camels could be brought to Galveston, which would enable a company of fifty Americans, with ten African servants, to cross the continent to San Francisco, with the greatest comfort in two months and a half.

I use the name (which is derived from the Greek word *dromo*) in the sense in which it was employed by the Greeks, to denote the running camel. It is more often, but improperly, applied to the Persian camel with two humps.

"Lafitte," our companion continued, gravely and deliberately, "was born in Bordeaux, and served his time at the blacksmith's trade. He came to this country when quite a young man, and kept a little shop for some time on the Levee. Here he remained for several years making an honest living at this trade, when, one day, he was persuaded by some Spaniards on the levee—some of whom are now living in your city, in wealth and respectability—to go into the smuggling trade. He went into partnership with the owner of a vessel trading between New Orleans and the West India Islands. He remained in the city to dispose of the goods smuggled, whilst his partner managed the ship. Meeting with great success he employed several other vessels, and taking advantage of the confusion incident to the situation of Louisiana in its transfer from Spain to France, and from France to the United States, he located himself at Barataria, a bay opening into the Gulf of Mexico, where his vessels unloaded, and their cargoes were sent up in small boats and pirogues, through the bayous and canals, to the Mississippi, and were taken across the river in boats, disguised as those of the planters. The articles thus smuggled, were disposed of by numerous agents, and handsome profits were made upon them. After a while, the attention of the Government being attracted to its operations, a naval force, under the command of Captain Patterson, was sent down to break them up. Lafitte and his men made out to escape, but all their property was confiscated; their houses burned to the ground, and not a vestige now remains of the establishment. Thus driven out to sea, Lafitte's men took to their vessels, and were dodging about the Islands in the Gulf, when the English invading force arrived at the mouth of the Mississippi. Proposals were then submitted to Lafitte to allow him a handsome annuity and an honorable position in the English navy, if he would pilot the British force up to the city, or inform them of the most practicable route for reaching the city. Lafitte immediately wrote to Gov. Claiborne of the proposal, and begged to be permitted to fight under the flag of the United States. The Governor submitted his proposition to General Jackson, who freely granted their pardon and gave them an honorable position in the lines on the 8th of January, when, in charge of the 18 prisoners, they did effective service."

This is briefly the history of Lafitte. He has been much vilified and traduced. The criminality of his smuggling consisted in its being more open than much of the smuggling now carried on in your city."

Our companion then proceeded to relate many interesting incidents in Lafitte's life, some of which we will endeavor to lay before our readers in future numbers of our paper. He concluded his narrative by describing Lafitte's personal appearance. "He was a tall, rather raw-boned man, of lively black eyes, pleasing face, sailor complexion, and good address. There was nothing of the pirate or freebooter about him. His nature was kind and benevolent, and his heart was in the right place."—*New Orleans Delta.*

They could take 150 ewis of baggage, besides ammunition; and could also carry food and water for man and beast sufficient for four, or, if necessary, even eight days.—*2 Stars Traveler in Syria and Arabia.*

Extraordinary Feats of Swimming.

The art of swimming appears to be a natural man's gift, and in some cases, necessary for the preservation of his life. Cleanliness and exercise, both so necessary to health, are combined with a high degree of enjoyment in the practice of the art.

The importance of frequent ablutions can scarcely be overestimated. In fact, the water cure has become a popular remedy for most of the diseases to which humanity is liable. But, however excellent the various kinds of bathing may be for curing diseases, there can be no doubt that, in preventing them they are still more efficacious.

They who swim daily in summer, and continue the use of ablutions in some manner in winter, are not liable to sudden colds, or inflammatory diseases, and rarely, if ever, suffer from chronic complaints. Their bodies become indurated; the skin is healthy, and all the functions of life are carried on with healthy vigor.

The most beautifully developed forms now to be found in the human species, are those of the South Sea Islanders, who bathe at least twice a day, and they are almost as much at home in the water as upon land; and when the vices and diseases of civilization have not been introduced, it is rare, indeed, to find among them a case of sickness, of premature death, or of decrepitude, excepting from extreme old age.

The capability of the human race, civilized or savage, for swimming, is generally understood. The human form is better adapted to it than that of any animal not absolutely aquatic; and the inhabitants of warm latitudes excel most amphibious animals in the water, fighting with the shark; diving with the alligator, and remaining for long periods in profound depths in search of coral, pearls and other treasures of the sea.

The pond-divers of Ceylon will descend to the depth of sixty feet; and although such diving is accomplished with a great pressure of water and violent exertions, they do not seem to suffer from it, as they make forty or fifty plunges a day, and at each plunge bring up about a hundred oysters.

The swimming couriers of Peru cross the continent, hundreds of miles, swimming down the rivers, dispatches enclosed in a turban on their hands. They swim day and night, aided only by a light log of wood.

In Prussia, swimming has long been a military exercise, whole regiments being instructed to swim in line, fully equipped, to wheel in column, and even to load and fire in the water.

A few years since the Viscount de Courtyron exhibited some experiments of this character in the Seine at Paris. He went into the water accoutred as an infantry soldier. After swimming thirty fathoms from the boat, he raised himself in the water and fired a musket, at which signal one of his pupils sprang from the Pont Royal, a bridge, into the Seine, from a height of sixty-four feet, and carried to M. Courtyron a tin box containing dispatches. He read the papers, gave the signal, and was joined by a class of sixty-four pupils, who in the water, executed a series of military movements.

Dr. Bedall, an English gentleman, swam for a wager, between Liverpool and Runcom in 1827, a distance of twenty-four miles, which he performed at a rate of six miles an hour, with the tide, probably.

How important it is, in a country like ours, that every man should learn how to swim.—Storms sweep our sea coasts with weeks; steam boats are liable to accidents from collision, explosions or fire, on our rivers and lakes; pleasure boats frequently upset, and numerous accidents occur from the sudden breaking of ice in the water. The necessity of saving one's own life by swimming, or the opportunity of saving the lives of others, may happen to any one, and to many these things must often occur in the course of their lives.

At the burning of the steamboat Eric, on Lake Erie, of the one hundred or more persons lost, every one might have been saved had they been able to swim. The captain of the boat was indebted to a negro, who could swim, for an oar, which saved his life. In a hundred such melancholy disasters on our great lakes, rivers, and the ocean, valuable lives might have been saved by a little pains in learning to swim.

Many are of opinion that the small print of cheap editions in the United States, will seriously injure the eyesight of the rising generation, especially as they often read in railway cars, devouring whole novels, printed in newspapers, in very inferior type. Mr. Everett, speaking of this literature, in an address to the students of Harvard College, said, "If cheap it can be called, which begins by costing a man his eyes, and ends by perverting his taste and morals."

One of our generals residing in Washington, in affluent circumstances, has been wise enough to learn his well educated son a trade, and the youth, with all the true dignity of one of nature's noblemen, is wielding the axe and jack-plane. This is a noble novelty which merits commendation. "Give a boy a trade and you give him an estate."

Nearly all the suicides in this country are by foreigners. Yankoes rarely make away with themselves—for nearly every one thinks he has a chance of becoming President, and, at any rate, his curiosity prompts him to live on, just to see what he will come to.

He who betrays another's secrets, because he has quarrelled with him, was never worthy of the sacred name of friend; a breach of kindness on one side will not justify a breach of trust on the other.

Bulwer, in one of his philosophical dissertations, says: "Society has erected the gallows at the end of the lane, instead of guide-posts and direction boards at the beginning."

"If angels have any fun in them," says Horace Walpole, "how must we divert them."

BRITISH RAILWAY WORKS.

We make some further extracts from the *North British Review's* article on the Railway System of Great Britain—the passages we have marked relating principally to the *new works* on the British railways in the way of tunnels, viaducts and bridges, locomotives and trains. How wonderful has been the progress of this kind of improvement, the idea of which, twenty ago, was not developed!

Tunnels.

The Kilsby tunnel, on the London and Birmingham railway, is 7250 feet long; its depth beneath the surface 160 feet, with two shafts or openings to the sky 60 feet in diameter for the purposes of light and ventilation. The number of bricks employed in lining the top and bottom, was 36,000,000. The whole expense of this tunnel was £300,000 or £125 per yard. (The cost of tunnelling varies from £20 to £160 per yard. The Great Thames tunnel cost about £1200 per yard!)

"The following is a list of a few of the principal tunnels on the English lines:—

	Length in yards.	Height in feet.	Width in feet.
The Box tunnel, Manchester and Leeds	3123	27	25
Kilsby tunnel, Liverpool and Manchester	2860	21½	24
Abbots' Cliff tunnel, Dover	2423	27	23½
Wapping tunnel, Wapping	2216	16	22
Lime Street, Warrington	2206	25	24
Watford, on the London and Birmingham	2000	19	25
Leicester and Swannington	1830		
Shakespeare tunnel, near	1760	13½	10½
Dever, double	1430	30	24
Primrose Hill	1250	25	22
Edinburgh and Granton	1001	17	24
Bangor tunnel	924		
Canterbury and Whitstable	880	12	12
Callander, Edinburgh & Glasgow	830	22	26
Leeds and Selby	700	17	22
Penmaenbach, Chester and Holyhead	632	24	

"In some instances, such as in that of the Penmaenbach tunnel, 47½ miles from Chester, there is no occasion for any masonry lining. The tunnel is here driven through basaltic rock, which entirely supports itself."

Viaducts.

"When earth cannot be obtained for embankments, and when good stone can be readily obtained, a viaduct is cheaper and better. In America, and sometimes in this country, viaducts have been made of wood. On the Edinburgh and Glasgow line, we have two very magnificent stone viaducts, one over the Almond, and the other over the Avon. The Almond viaduct is 2160 feet long, its width 28 feet, and its height 50 feet. It consists of thirty-six arches, each of 75 feet span, and as seen from Newliston and other points of view, is a most beautiful and magnificent object. The Stockport viaduct, which carries the Manchester and Birmingham railway over the River Mersey at Stockport, designed by George Watson Buck, is one of the most imposing structures in the kingdom. Its whole length is 2179 feet, running at a height of 106 feet above the surface of the river, and consists of 22 semi-circular arches, each of which has a span of 63 feet. The average height of the piers is 40 feet. The whole of the London and Greenwich railway may be said to be one viaduct, consisting of eight hundred and seventy-eight arches, of 18 feet span! It is 26 feet wide, and 20 high."

One of the finest viaducts in the kingdom is that on the Shrewsbury and Chester Canal, crossing the river Dee, and adding new beauty to the picturesque valley of Llangollen. This valley had previously attained distinction in the history of engineering from the magnificent aqueduct of Pontcysyllte, which was designed by Mr. Telford, and completed in 1805, at the expense of £45,018. The object of this noble structure was to carry the Ellesmere Canal across the valley of the Dee, at the height of 127 feet above the river. After the embankments had been executed, 1097 feet remained to be crossed, and this was effected by twenty piers of solid masonry, rising to the height of 75 feet, and united by nineteen arches of 45 feet span. The present viaduct is a still more magnificent structure. It is 1532 feet long. It consists of nineteen semi-circular arches of 60 feet span, and the height from the bed of the river to the top of the parapet at the centre pier, is 148 feet. It is founded on the solid rock. The piers, which are 13 feet thick and 28½ feet long at the spring of the arch, are built of a beautiful stone. The first stone of this viaduct, designed by Mr. Henry Robertson, was laid on the 19th of April, 1846, and the last arch was closed on the 12th of August, 1848. This viaduct is said to be the largest in the world, and cost upwards of £100,000. It contains above 64,000 cubic yards of masonry, and the cost of the timber for the scaffolding was £15,000."

Bridges.

After describing the celebrated Menai suspension bridge, which is one-third of a mile in length, with iron work weighing 2186 tons, and which cost £120,000,—the Review goes on to describe the tubular bridge which has more recently come into use.

"The Conway tubular bridge, which is now completed, and daily used for the passage of trains,—consists of a horizontal square tube of wrought iron, resting on piers of solid masonry, 400 feet distant from each other. The whole length of the tube is 424 feet; its extreme depth 25 feet 6 inches in the centre, 22 feet 6 inches at the ends, and so formed as to leave a clear space within, 21 feet 8 inches in height at the centre, 18 feet 8 inches high at the ends, and 14 feet 3 inches wide. This tube, as it is rather improperly called, is in reality a rectangular tunnel, or hollow square iron box, with top, bottom, and sides, but open at the ends, through which the trains pass upon ordinary rails laid on the bottom. All round the open part for the admission of the trains, there is a great deal of wrought-iron carpentry, or framing, for the purpose of giving strength to the whole structure, the work on the top, at the bottom, and on the sides, having each a separate function to perform; and it is in this part of his work that the science of Mr. Stephenson is pre-eminently evinced. The ob-

ject of the iron work above the top, consisting of eight square cells or tubes, is to resist compression; that of the work below the bottom, consisting of six square cells, is to resist tension; and that at the sides, to secure the combined action of the top and bottom; the arrangement and riveting of the rolled iron plates, and of the angle iron, being varied to fulfil these different conditions. The Conway end of the tube is immovable, being fixed on the pier, and made to rest on two beds of cross-timber, with intermediate cast-iron bed-plates; but the Chester end is left perfectly free, so that when it expands by heat, or contracts by cold, which it is constantly doing, it meets with no obstruction, the tube resting on cast-iron rollers, between bed-plates of the same metal, with layers of cross-timber three inches thick. The rollers are six inches in diameter, and have sufficient play to allow 12 inches of motion. The total weight of the wrought iron is 1140 tons, and, including the castings of six feet at each end to give bearing on the abutments, the total weight is 1300 tons. "The tube," says Captain Simmons, "as may be easily conceived, is a delicate thermometer, from its great length, and from the nature of the material, which is so peculiarly sensitive to temperature, expanding .0001 of its length, or half an inch in this case for each increase of 15° of temperature of Fahrenheit, and contracting in the same ratio." Captain Simmons made a number of interesting experiments, in order to test the safety of this bridge under the various kinds of action to which it may be exposed, and the effects likely to be produced upon it by the slow influence of time, and the elements.

Having placed on the tube a weight of 89 tons (a load probably as great as will come upon it) upon 110 feet of the centre, he found that the deflection was 1-05 inch. With 125 tons covering 135 feet in the centre, the deflection was 1-09 inch; and with 245, the deflection was 1½ inch, the tube remaining 0-18 inch, or a little more than 1-6th of an inch, below its original level."

Locomotives—Trains—Speed.

"The locomotive steam engine having been found the cheapest and most effective method of applying the force of steam,—a living agent in short which we can send where and when we please, it may now be said to be the power which is universally used on railways. Some of the early locomotive engines moved upon only four wheels, but they are now generally made with six wheels, the two middle wheels being called the *driving wheels*, as the power of the engine is directly applied to them, and the other four the *carrying wheels*. The driving wheels vary from three and a half to eight or even ten feet, and the carrying wheels from three and a half to six feet. The *Hurricane*, constructed by R. & W. Hawthorn for the Great Western, had its driving wheels ten feet high, and its carrying wheels four and a half feet; its weight, when in working trim, being eleven tons, ten cwt. Ordinary locomotives are from eighteen to twenty feet long, fourteen feet high to the top of the chimney, and twelve to the top of the dome, their width depending on the gauge of the railway. Along with the locomotive, and behind it, is the *tender*, a vehicle on four wheels, about fourteen or fifteen feet long, and six high, which carries water in a tank at its front, and a supply of coke behind. After the locomotive has received from the water crane a thousand gallons of cold water, and from the coke shed one ton of fuel, it advances to the front of the train ready for its work. The train, consisting of many first, second, and third class carriages, luggage vans, horse boxes, carriage trucks, and perhaps a travelling post-office, all united by chains, and prevented from striking against each other by what are called *buffers*, is then dragged along with a velocity varying from twenty to sixty miles an hour. On the 13th November 1839, the Camilla, and on the 16th November the Sunbeam, went on one part of their journey on the Grand Junction Railway at the rate of 68½ miles! The greatest railway speed, however, that has yet been accomplished was displayed by the *Courier* in travelling from Didcot to Paddington, on the 26th August 1848, with the twelve o'clock express train from Exeter. This engine is one of the eight wheel class, with eight feet driving wheels, a cylinder of eighteen inches, and a stroke of twenty-four feet. From a state of rest at Didcot to the time when the train entered the station at Paddington, only 49' 13" elapsed; that is, at the average rate of *sixty-seven miles an hour*, including the time lost in getting up speed when leaving Didcot, and in reducing speed when approaching Paddington. Exclusive, however, of these losses, exactly in travelling from the forty-seventh mile-post, which the train passed at 3h 46' 40", to the fourth mile-post, which it reached at 4h 23' 24", *forty-three miles were performed in thirty-six minutes and forty seconds*, or an average speed accomplished of *upwards of seventy miles per hour*. While the train is thus almost on the wing, beating the eagle in its flight, the passengers are reclining in their easy chairs, thinking or sleeping, reading or writing, as if they were in their own happy homes—safe, indeed, than there, for thieves cannot rob them by day, nor burglars alarm them by night. The steam horse starts neither at the roar of the thunderstorm, nor the flash of its fire. Draughts of a purer air expel the marsh poison from its seat before it has begun its work of death; and surrounded by conductors, the delicate and timid traveller looks without dismay on the forked messengers of destruction, twisting the spire, or rending the oak, or raging above the fear-stricken dwellings of man."

Although in wet weather the wheels of the locomotives sometimes slip upon the rails, and thus retard slightly the progress of the train,—yet the delay is speedily compensated, and we may safely assert, that in all states of the weather, and in all seasons, railway travelling is equally safe and equally comfortable and expeditious. Serious and well-founded doubts were at one time entertained respecting the performance of locomotives, when such a quantity of snow lay on the rails as interrupted all the ordinary communications throughout the country; but these fears were dispelled so early as the 20th of December 1836, when snow to the depth of four or five feet had accumulated in the deep cutting through the Cowan Hill upon the Newcastle and Carlisle Railway. On the morning of that day, the *Hercules* engine, built in that year by R. Stephenson & Co., approached the cutting, where crowds of the people had assembled to assist in the emergency. When it reached the spot, it dashed right into the drift, clearing its way through the obstructing mass, and driving the snow over the top of the engine chimney, like foam from the surf of a violently agitated sea. In spite of this and similar obstructions, the train came down from Greenhead, twenty miles, in an hour and a quarter, and kept its time, while all the ordinary roads were either greatly obstructed, or entirely blocked up.

It is needless in the proper time to hurry.

A Week Later from Europe.

The "America" arrived at Halifax on Tuesday morning, 25th Sept.

Hungary.—The story for Hungary has about all been told, and the news now is comparatively unimportant. Comora and Peterwardein have not yet surrendered. There is no news of Konaut's whereabouts.

France.—A letter from Louis Napoleon to his friend Ney has been published in the Monitor, and virtually acknowledged by the Cabinet. It makes some talk in political circles, and the following is an extract:

"The French Republic has not sent an army to Rome to put down Italian liberty, but on the contrary, to regulate it by preserving it against its own excesses, and to give it a free and solid basis, by replacing on the Pontifical throne, the Prince, who first had boldly taken the lead in all useful reforms. I learn with pain, the benevolent intentions of the Holy Father, as well as our own actions, remain sterile in presence of hostile passions and influences. The desire of certain persons appears to be to make proscription and tyranny, the basis of the Pope's return. Say to Gen. Rostolan from me, that he is not to permit that under the shadow of his tri-colored flag, any act be committed which can lower the character of our intervention. I thus sum up the restoration of the Pope's temporal power:—A general amnesty,—the secularization of the Administration,—the code of Napoleon's liberal Government."

The Cuba Hunt.—The Cuba insurrection has excited the attention of the Spanish Cabinet.

The Roman Crisis.—Letters of the 5th inst. mention that the crisis there is becoming more menacing. A rupture was imminent. It was considered probable that the Pope would finally place himself under the Austrian flag. In the Legations, it was stated in Gaeta, that had the President's letter been officially published to the Corps Diplomatique, they would have thought it their duty to protest against it.

Cholera in London.—The deaths from the cholera in London on the 11th and 12th were 840. It was also prevailing badly in Scotland.

The British National Debt.

A Gloomy Prospect.

We perceive that at last some of the statesmen of Great Britain are beginning to turn their attention to the enormity of the National Debt, and to the necessity of adopting some more decided mode of liquidation. It is indeed a matter of surprise that this great and grave subject has not, before this, excited due attention. But nations are, perhaps, like individuals. When they become deeply indebted, they lack the moral nerve to look the facts in the face. We perceive, however, that one man has been found who has courage enough to utter a voice of admonition. Mr. Samuel Gurney, a member of the Society of Friends, and a leading banker and broker of London, recently asserted that unless Great Britain should speedily alter her course in relation to military and other expenses, bankruptcy would be sure to result. His language is as follows, as addressed in a letter, to the recent European Peace Convention.

"In respect of my own country, I more boldly assert that it is my judgment that unless she wholly alters her course in these respects, *bankruptcy will ultimately be the result*. We have spent from fifteen to twenty millions sterling per annum for warlike purposes since the peace of 1815. Had that money been applied to the discharge of the national debt, by this time it would have been nearly annihilated; but if our military expenditure be persisted in, and no reduction of our national debt take place, at a period of our history certainly characterized by very fair prosperity and general political calm, how is it to be expected that the amount of revenue will be maintained, in a time of adversity, which we must anticipate in our future history? Should such adversity come upon us, I venture to predict, that our revenue will not be maintained, nor the dividends paid, unless some efficient means be taken to prevent such a catastrophe in these days of prosperity and peace."

The London Times admits that there is force and propriety in this doctrine, and remarks:—"There is an almost uniform pull against difficulties. It would, therefore, be as impudent as it would be certainly be impious, to expect some extraordinary relief from our national burdens. For this relief we must look to ourselves; and unless we begin betimes to help ourselves, and pay our debt like men, we shall be bankrupt. So says Samuel Gurney, and so say we also. May it not be in our time that Pennsylvania shall be enabled to retort the charge of repudiation? But we cannot conceal from ourselves that it is a species of repudiation to suffer our debt to outgrow our power of repayment."

The London News also says:—"A voice from Lombard street, from a man acknowledged to be one of the shrewdest and most favored in regard to opportunities for observations among the men of Lombard St., and this voice tells us in earnest, but guardedly measured language, that our extravagant expenditure upon fleets and armies is exposing us to the terrible risk of a national bankruptcy."

The following sketch, by a contemporary, of a certain Locofoco in his neighborhood, will answer very well for others of the party elsewhere:

"He never formed an opinion, nor expressed a sentiment until he found it in the 'Union,' and would never dare to dissent from the Administration and its organ on any point, however preposterous it might be. He would believe a whale was a humming-bird, the Queen of England a black cat, or 'Tom Benton' an angel, if told so by the 'organ' of his party."

We would be gladly spared the mortification of representing Gen. Taylor to the people as he is.—Washington Union.

So it seems. You are very careful to spare yourself the mortification of representing him as he is. Pity you will not spare yourself the shame of representing him as he is not.—Louisville Journal.

Won't the honorable Senators and members of Congress from California, whoever the lucky dogs may be, have a long pull on the purse of Uncle Sam for mileage?—N. Y. Globe.

If they follow precedent they will come by way of the Isthmus to Washington; but charge by way of Cape Horn.—Philad. Ledger.

General Intelligence.

American Tea.—The cultivation of the Tea Plant, which was undertaken by Mr. James Smith, near Greenfield, N. C., in 1848, has so far proved highly successful. In the fall of 1848 about 500 plants were received from China, via London, and in December they were planted in his garden. A considerable quantity of tea seed was planted at the same time. Notwithstanding the severe winter and spring, the plants, which were left to take care of themselves, were unharmed, and are now in a flourishing condition. Several specimens of the green and black plant are in bud. The tea plant buds one year, but does not fruit till the next. Next year Mr. Smith expects to pick tea, although his great object for some time to come will be to increase the quantity of his plants. The tea seed was planted at a wrong season, and did not amount to anything. Mr. Smith estimates the annual consumption of tea in the United States to be eleven millions of pounds, in Europe fifty; total sixty-one millions. China produces over nine hundred millions of pounds, of which the Chinese export only about seven millions. An acre of land will produce 547 pounds; and consequently the cultivation of 20,000 acres of land in the fourteen tea-growing States will supply the present consumption of the United States. To supply Europe would require 91,411 acres of land. He supposes that there are fourteen of our States that would grow tea, and that 111,520 acres of land, cultivated as tea plantations, averaging 7,965 for each of the fourteen States, will supply the consumption of the article, both for Europe and the United States. The experiment Mr. Smith is engaged in, is a highly interesting one, and will be attended with vast benefits to the country, if completely successful.

Missions.—The thirty-ninth Annual Meeting of the Board of Commissioners for Foreign Missions, was held recently at Pittsfield, Mass. Among other statements presented were the following:

The receipts of the Board during the year ending July 30, 1849, are \$291,705 27
Expenditures, 263,418 47

Excess, 28,286 80
Forty-one missionaries and assistants, (10 male and 22 female), have been sent out during the past year.

The following table furnishes a general view of the present condition of, and past results achieved in, the missionary field:—

Number of Missions,	25
" Stations,	103
Number of ordained missionaries,	159
" licentiates,	5
" physicians not ordained,	7
" other male assistants,	26
" female "	210
Whole number of laborers sent from this country,	407
Number of native preachers,	30
" helpers,	100
Whole number of native assistants,	130

Total, 537
There are 12 printing establishments, which printed last year 36,061,118 pages, and from beginning 752,542,318 pages. Number of churches 87, and of communicants 25,372, of which 1,925 have been added during the last year. They have 7 seminaries, containing 349 pupils.
" 24 other boarding schools, 726 "
" 305 free schools, 9355 "

Making 336 schools and seminaries; 10430 pupils.

Gratifying Result of an Interesting Operation.—The New Albany (Ind.) Bulletin has an interesting account of an operation performed by Dr. Sloan of New Albany, upon the eyes of Rev. N. Hoskins, of Crawford County, Ind., who had been blind from birth. The Bulletin says:

Mr. Hoskins was taken home to Crawford county before the bandages were removed; when this was done we were informed by a gentleman residing in that neighborhood, the operation was found to have been eminently successful. He describes the emotions of the patient when suddenly possessed of a sense so novel to him, to be of the most enthusiastic description. Things which he had long been acquainted with, through the medium of other senses, became possessed of a new and surpassing beauty, and roads which he had been used to travel fearlessly when blind, had to be again learned. His wife and children, whom he had never seen, his friends, his parishioners, his home, every thing endeared to him, became an unending source of delight and new-born gratification. He had the same confused notions of distance which we see the smallest children manifest, and took the liveliest pleasure in beholding the great variety of colors. In short, he was compelled to learn to see, in precisely the same manner that the smallest child does, and to him it was an occupation of the most gratifying nature.

Negro Mechanics.—A meeting of the Journeymen Mechanics of the town of Petersburg, Va., was held on the 20th August, the object of which was to oppose the competition brought about by the employment of Negro Mechanics. We copy from the *Republican*, the following Preamble and Resolutions which were adopted at the meeting and ordered to be published:

While we regard the right of property, and the privilege of the owner to employ his slave in honest labor, our sense of self-respect demands that we put place, esteem and maintain ourselves a distinct society, and not the associates of the Negro.

Therefore, be it resolved,
1st. That we regard the teaching of any Negro any branch of the mechanic arts, as prejudicial to the interest, and injurious to the morals of the laboring White man.

2d. That we, whose names are hereunto annexed, will not work for any employer who shall take a Negro into his employ, for the purpose of teaching said Negro any branch of the mechanic arts.

3d. That each member is at liberty to engage with any employer using his own slaves at the business; provided they be not purchased or provided in any way subsequent to this time.

4th. That we form ourselves into a society, for rights as stated in the preamble. Signed by the committee.

Our Consular System.—Talking of the removal of Mr. Walsh, just removed from the consulate of Paris, we hope there will come a change in regard to the whole of our foreign consular arrangements. It is a notorious fact that the whole

system as it now exists, is the laughing stock of the world. When empires are tottering, and thrones are crumbling to pieces, in every part of the globe, it certainly behooves this nation to have such representatives abroad, as will do credit to the republic whose glorious example the nations everywhere are endeavoring to imitate; and to have men in every foreign port where a consul is required, who is something more than the mere unalarmed agent of people who come trading to that port.

We have many good men abroad as consuls; but the great majority are foreigners; and all of them, (with but few exceptions) are obliged to sustain themselves and the dignity of the flag of the great nation they represent, on fees which in nine cases out of ten, would not pay for their cigars and tobacco.—N. Y. Herald.

Napoleon's early Poverty.—M. Thiers, in his History of the Consulate, relates some very strange and previously unknown particulars respecting the early life and penury of Napoleon Bonaparte.

It appears that after he had obtained a subaltern's commission in the French service, and after he had done the State good service by his skill and daring at Toulon, he lived for some time in Paris in obscure lodgings, and in such extreme poverty that he was often without the means of paying ten sous (five pence) for his dinner, and frequently went without any meat at all. He was under the necessity of borrowing small sums, and even worn-out clothes, from his acquaintances! He and his brother Louis, afterwards King of Holland, had at one time only one coat between, so the brothers could only go out alternately, time and time about.

The First Saw Mill.—The old practice, in making boards, was to split up the logs with wedges; and inconvenient as the practice was it was no easy matter to persuade the world that the thing could not be done in any better way. Saw mills were first used in Europe in the fifteenth century; but so lately as 1555, an English ambassador having seen a saw mill in France, thought it a novelty which deserved a particular description. It is amusing to see how the aversion to labor-saving has always agitated England. The first saw-mill was established by a Dutchman in 1663; but the public outcry against the new fangled machine was so violent, that the proprietor was forced to decamp with more expedition than ever did a Dutchman before. The evil was thus kept out of England for several years, or rather generations; but in 1668, an unlucky timber merchant, hoping that after so long a time the public would be less watchful of its own interests, made a rash attempt to construct another mill. The guardians of the public welfare, however, were on the alert, and a conscientious mob at once collected and pulled the mill to pieces.

Elba.—The Island of Elba may be said to date the commencement of its celebrity from the time of its election as the residence of the Emperor Napoleon.

Antecedent to that remarkable event, the history of Elba presents but ordinary claims to general consideration. The island is about sixty miles in circumference, and so exceedingly mountainous as to resemble the bosom of the ocean when agitated by the breath of the tempest. The population is estimated at about 14,000. The people are frugal and industrious, and exhibit no public manifestations of mendacity. The exportations consist chiefly of wines, iron and salt. Its iron ore has been famous from the days of Virgil; so ferruginous, indeed, is the general character of the island, that the compasses of vessels approaching the coast frequently suffer material derangement on that account.

The capital is Porto Ferrajo, situated upon a lofty mountain, commanding a fertile valley, interspersed with numerous villas and country houses.

Too Thick.—In one building, 7 Little Water street there have been found 200 colored people as regular occupants. In the locality known as Cow Bay, there are 400 persons in five houses. At the corner of Orange and Cross-sts. there are 95 colored and white females, in a rear basement; and in the rear of 10 and 12 Mulberry-st. there are 800 persons crowded upon two lots, six persons living in almost every room. The chances for these residents for cleanliness, health, or decency, are obvious. Yet the attempt to introduce arrangements by which such sacrifice of life and humanity would be prevented are sneered at by our respectable worthies as Agrarianism, Promiscuity, Red-Dragonism, or, worst of all, Socialism.—New York Tribune.

Growth of Chicago.—The Providence Journal has the subjoined extract of a letter from a correspondent at Chicago, dated on the 10th instant:

"Every indication is in favor of Chicago. The recent annual census gives a population of 23,500, an increase of 3,300 since last September, and the whole the growth of about fourteen years. The canal receipts have doubled since the last year, and the railroad, finished a week or two ago a distance of twenty-one miles, is doing an extraordinary business. This road will be completed this autumn to Elgin, on the Fox river, forty miles from Chicago; sixty miles more to Rockford will probably be completed the next year; eighty-two miles more will carry it to the Mississippi, at Galena."

The Crowning in Hayti.—A gentleman who was present at the late crowning scene in Hayti states that the crown was made of paste-board, and that the "glittering jewels" spoken of in some letters, were all false and were actually borrowed for the occasion from a merchant of Port au Prince. It has been stated that the people looked upon the proceedings with coldness and indifference. The change in Government is only in name, as Solouque has always had absolute authority, and the more intelligent of the people are so cowed down by the late massacres and confiscations as to care very little as to what is the name of the government, so that their lives and property are preserved to them.

Wheeling Bridge.—The wire suspension bridge across the Ohio river at Wheeling is expected to be ready for service by the first of November. It is 1,010 feet from centre to centre of the supporting towers; the towers are about 150 feet above low water and 60 feet above the abutments by which they are supported; the floor is 24 feet wide, with two footways each 3 feet 9 inches wide, and an intermediate carriage way 17 feet wide; the floor is supported by 12 cables of iron wire, 4 inches in diameter, and 1,350 feet long—each cable being composed of 530 strands of No. 10 wire. The height of the floor is 97 feet above low water.

A Merciful Victor.—A letter appears in the London Times from an officer engaged in the battle of Goojerat; who speaks of his exploits, after the Sikhs were defeated, in the following humane manner:

"The enemy were in the sands trying to escape and our men knocking them over like dogs. Every wounded Sikh was either shot or bayoneted. I rushed up with a few of the grenadiers, and found four men reloading their pieces; three were bayoneted, and I was harking away at the head of the fourth, when Compton, of the grenadiers, shot him. The last shot was fired at all unfortunate Goojerat, who was seated quietly reading their Grunk! We waited at this place for about two hours, and I can assure you they were about the jolliest two hours I ever passed. I never enjoyed a bottle of beer so much in all my life!"

What a comment upon war! Such savage brutality is however, unusual, even among our own Indians.

Cesar.—A correspondent of the "National Era" writing from Berlin gives the following description of a full length statue of Caesar, found in the ruins of a villa in Italy.

The celebrated Roman was not a broad full-faced, and rather plethoric gentleman, as some modern painters have imagined, but a lean, tall, slender man with a wrinkled face and projecting brow. Before you see the name, you feel that you gaze on a man who left his mark upon his age. The face is not without a resemblance to that of our South Carolina statesman, John C. Calhoun.

Indigo—Curious Fact.—The Indigo plant was a native of South Carolina. It grew spontaneously among its weeds and woods. More than one hundred years ago the planters there commenced its cultivation. In the year 1748, South Carolina exported to Great Britain 200,000 pounds, and the Parliament granted a bounty of 12c per lb. to induce its greater cultivation. In 1787, when that ordinance was passed, indigo was one of the staples of South Carolina, and we believe of Georgia also. Now, in 1849, not a single pound of Indigo is raised in South Carolina, or, so far as we know, in all the South! A plant which is indigenous to that region, and which, in its early cultivation, was exceedingly profitable, has been driven from existence by the cheap labor of India. Great Britain now pays seven millions of dollars a year for Indigo raised in India!

Length of Days.—At Berlin and London, the longest day has sixteen and a half hours. At Stockholm and Upsal, the longest has eighteen and a half hours, and the shortest five and a half. At Hamburg, Danzig, and Stettin, the longest day has seventeen hours, shortest seven. At St. Petersburg and Tobolsk, the longest has nineteen, and the shortest five hours. At Torneo in Finland, the longest day has twenty-one hours and a half, and the shortest two and a half. At Waudehus, in Norway, the day lasts from the 21st of May to the 22d of July, without interruption; and in Spitzbergen, the longest lasts three and a half months.

The Pacific Railroad Project.—A General Convention has been called at St. Louis, Missouri, to meet on the 16th October, upon the proposition to establish a great Railroad from that point to San Francisco. Invitations to attend this Convention have been circulated throughout the United States.

Another Convention is called to meet at Memphis, Tennessee, on the 23d October, the object of which is to consider and prosecute the establishment of a more southern Railroad to the Pacific. Invitations have been issued in like manner to various citizens to attend this Convention.

Fossil Remains of an Elephant.—The remains of an Elephant were found a short time since, in the construction of the Rutland and Burlington railroad, upon the slope of Mt. Holly, one of the highest mountains in Vermont. Professor Agassiz states that this is the first true elephant found in a fossil condition in the Northern States. He says it is certainly not the same kind of elephant which had been found in the Kentucky cave, and that it is a question whether it is identical with the fossil European elephant or not.

Tails.—Col. Ducouret, a French traveller, says he is informed that a race of men exist in the interior of Africa, called Ghilanes, who have tails, or an elongation of the vertebral column. They are described as the last link in the human race, hideously ugly of face and figure, ungovernable in temper, stolid in intellect,—and cannibals besides. Some of the race, he says, are to be found in the Philippine Islands, doubtless carried thither by the slave merchants; though these slaves with tails are by no means in demand.

The Abolition party proper in the State of New York.—Being the Simon Pures who voted for Gerrit Smith for President last fall, are in the field with a State ticket, made out at Cortlandville last week. There is nothing new in the phase of the ticket, unless it consists in the fact that these partisans, as if to exhibit their unadulterated principles in stronger relief than ever, have placed on it Mr. S. R. Ward, the colored Divine, as Secretary of State.—Albany Argus.

Hayti.—Late accounts from Hayti mention that the proclamation of President Solouque as Emperor was received very coldly by the people. The Emperor has since conferred on several of his Generals the title of Lords, Dukes, and Barons; he has also sent an expedition against the Dominican Government, consisting of one corvette, one steamer, and two schooners, containing troops.

Cuba and Gen. Taylor.—In a letter from the Captain General of Cuba to a gentleman in the city of New Orleans, he thus alludes to the Proclamation of the President:

THE PATRIOT

GREENSBORO, N. C.

SATURDAY, OCTOBER 6, 1849.

Postponement.

NORTH CAROLINA RAIL ROAD.
Upon consultation with citizens interested in this important work, it is deemed advisable to postpone the contemplated Convention heretofore advertised to take place at Greensboro on the 18th instant. Notice is therefore hereby given, that said Convention will be held at Greensboro on Thursday the 29th November next.
J. M. MORRISHEAD, Ch'm. Ex. Com.
Editors in the State are requested to insert.

THE PATRIOT.

If any portion of our readers are disposed to complain of a lack of political matter in our columns, we would exhort them to the exercise of patience for about the space of two months,—when Congress will be in session, and they shall have politics to their hearts' content. Questions of policy, ugly looking in the distance, are likely to be discussed in the approaching session of the National Legislature: we propose, as is our editorial duty, regularly to lay before our readers a fair synopsis—and full, as we may have room—of the sayings and doings of all parties, for the general benefit and edification. In the season of political quietness which we enjoy before these things shall come to pass, we shall endeavor to present our readers that varied and select description of newspaper reading, which satisfies the healthy mental appetite and makes better the heart;—not forgetting the Railroad nor any thing else pertaining to the benefit of our own long neglected State.

It is not often that we ask the particular attention of our readers to our efforts to benefit the public; and therefore the more freely take this occasion to request those of our friends, who think the Patriot is doing any good, to exert some active influence in extending the circulation of the same. Our columns are ample—containing an amount of reading matter not to be grumbled at; the quality thereof is selected and arranged to the best of our judgment, and the best of our ability too, as things go—though a more extensive custom and more punctual payment would wonderfully whet up this last qualification. We feel it in our bones, that our ability is not half developed; and all for the lack of a larger and livelier circulation of the Patriot among the people, and a larger diversion of the circulating medium toward that inviting receptacle, our furnished purse.

We have some friends whom we most heartily thank for their active and successful efforts in behalf of the Patriot. There are others whose good wishes we know are the same;—it is too heavy a draft upon their friendship to say, go ye and do likewise!

DANVILLE AND CHARLOTTE ROAD.

We occasionally hear the remark made, that if the Central Railroad project fails, the Danville and Charlotte Railroad scheme will be carried through. Though perhaps not so intended, this thought lies with more than the dead weight of a positive objection against the Central Railroad. If the idea is seriously entertained in any quarter it is a delusion. No man in his senses presumes that the Legislature will ever authorize the taking of a dollar of State stock in a Road from Danville to Charlotte. [Indeed it is questionable whether Eastern influence would ever permit even a naked charter for such purpose to pass.] Well—after the State has offered to pay two-thirds for a Railroad which would benefit the Western part of the State as much as any project that can be devised—a project which also appeals to the State pride of all North Carolinians, and promises benefit to all sections and all interests,—and the people, ay, even our western people, manifest so little disposition to pay the other third to build said Road;—is it reasonable to expect that individuals will ever be induced to take all the stock in a Road from Danville to Charlotte? The idea is preposterous!

"But Virginia and South Carolina would build it."—Now don't, don't—clear sir—for the credit of poor old North Carolina, don't say that again!

THANKSGIVING DAY.

In compliance with a resolution of the last session of Assembly, Gov. Manly has issued his proclamation setting apart Thursday, the 15th day of November next, as a day of general thanksgiving and praise to Almighty God. The Governor says in his proclamation:—

"I do recommend and earnestly desire that all secular employments may be suspended during the day, and that all Ministers of the Gospel, in their respective Churches, and unite in rendering gratitude and praise to the Creator and Governor of the earth, for the blessings of Peace; for exemption from the ravages of Pestilence; for the abundant fruits of the earth and for all the other manifold bounties of his Providence, that have crowned the year;—and to implore of him the continuance of his Fatherly goodness and Almighty protection over us and the whole people of the United States; that we may be a people fearing the Lord and walking in his holy ways, and that peace and happiness, truth and justice, religion and piety may be established among us for all generations."

The Washington Union, commenting upon the affair with the French Minister, says:—"If [Gen. Taylor] had possessed a decent share of information or experience in statesmanship, and a common portion of good sense, this disgraceful affair never would have occurred." Verily, the Union takes the part of this Frenchman pretty strongly;—considering, as it appears to do, our Government "disgraced" for refusing to hold intercourse with a Minister who had previously been expelled.

PANTALOONS.

The Court at Philadelphia, on the 29th ult., granted a decree divorcing Pierce Butler from Frances Ann Butler. This Mrs. Butler was Fanny Kemble, the actress, at the time she was married to the aforesaid Pierce. Many years did not pass over their connubial life before there occurred a fuss in the family and a separation. Who was in fault we are sure we don't know. Last winter Mrs. Butler,—for the purpose of consoling herself in her disagreeable state of single blessedness, or of making money, or of gathering food for that mental appetite which her former stage habits still required,—commenced and kept up a series of "readings of Shakspeare," which drew crowds of enthusiastic admirers in the cities of New York and Boston. The elite of the literary and fashionable circles flocked around her, and the city newspapers vied with each other in their puffatory performances on behalf of the delightful Mrs. Butler. The next notice we saw of Mrs. Butler she was enjoying a visit to the country, last spring, somewhere in New England, dressed in male attire. And more recently, the latter part of the summer, it is stated that she has been rusticated in the country places in Massachusetts, still with the breeches on. Fact!—it has not been a month since we saw a notice in the papers that the pupils of Mrs. (or Miss, we forget which,) Sedgwick's school at Lenox, Mass., had gone out on a several days' excursion of pleasure, accompanied by Mrs. Butler on horseback, dressed in pantaloons and boots, and equipped with whip and spur! Her style of riding and driving are praised as most superb and daring. Of course Mrs. (or Miss, as the case may be,) Sedgwick and the friends of the school at Lenox consider the girls highly honored by the patronage of this female genius in trousers. Nevertheless if she was addicted to this same habit during her season of connubiality with Mr. Butler, we do not wonder that he sued for a divorce.

Now, just such capers as this of Mrs. Butler's trouserdom over the country could not possibly be enacted in our southern country. We lack a good many things which they have in the North, it is true; but there are some things we possess and which they appear to lack. For instance, our ladies have the modesty and the nerve to preserve society from such outrageous outrages on decency as the "divine" Mrs. Butler commits in the land of the puritans. Such unseemly exhibitions are never dreamed of, even among "we the common people," in this country.

Since writing the above we have met with some remarks of Mrs. Swissheim, editress of the Pittsburg Visitor, in which both the utility and taste of pantaloons on her sex are discussed. She thinks that the wide skirts of women are impediments in rural exercises, as she has often felt in walking through wet grass, getting over fences, and clambering round rocks. She does not, however, approve of her sex wearing the pantaloons, and says, very emphatically, "it would be too humiliating to be met and mistaken for a man! We should a great deal rather be arrested as a sheep thief. We shall use all our influence to preserve man's right to his pantaloons inviolate. They ought to be his; and his only, for they are too ugly for any body else to wear."

Gov. Morehead, Chairman of the Executive Committee of the Salisbury Convention, has for good and sufficient reasons published a notice of the postponement of the Railroad Convention at Greensboro to the 29th of November. Let all the counties make preparation for the time in the way of greatly enlarged subscriptions.

By the way, we are requested to earnestly solicit a full attendance of the Guilford stockholders at the court-house, on Saturday next, the 13th.

The Auburn Advertiser remarks: "It is supposed that the wealth created by the rise of property through which railroads are made, is more than equal to the actual cost of the road—that is the cost of the railroad, as to the whole community, will be less than nothing."

It is mentioned by the same paper that Mr. P. F. Degrand, in a speech on the South Shore Railroad in Massachusetts stated that the actual rise of land on its borders, caused by the existence of the road, cannot be valued at less than an average of fifty dollars per acre, for a strip two miles wide on each side of it.

An unusual number of religious revivals appear to have taken place, within a month or two past, in all parts of the country.

From the National Intelligencer.

A statement is going the rounds of the Opposition press that an angry correspondence has arisen between this Government and the British Charge d'Affaires, Mr. Crampton, about the British claim to the Mosquito Coast. The whole story is a sheer invention. In this respect, it is very like another ridiculous story circulated by the Democratic press, that the Secretary of State had advised that Madame Poussin should not be received at the President's, and that Mr. Poussin resented it by insulting the Government. It is hardly necessary to say that there is no foundation whatever for such a statement, or for any part of it. These were no unkind feelings between Mr. Poussin and any member of the Cabinet. The sole cause of our Government taking offence is to be found in the correspondence of Mr. Poussin alone.

The Opposition papers have been filled with other fabrications, which we hardly deem worthy of notice; such as, that Washington's Farewell Address has been sent as part of the instructions to our Foreign Ministers, that the Cabinet is divided, and not harmonious in its action, &c. All this kind of trash, we suppose, will continue to circulate till after the elections, with a hundred other calumnies upon the President and his Cabinet, which the good sense of the public will enable them to detect, in spite of all the efforts of reckless and malicious politicians.

FOR OUR TOWN READERS.

Two months ago a Company was organized in this town, under the Act of last session of Assembly incorporating "The Greensboro Fire Company." Although the organization was complete, the number was too limited, and we deferred any notice, with the expectation that it would soon become full and efficient; but we regret to say that we have so far waited in vain, and that our townsmen, particularly those most deeply interested in the preservation of property, show but little disposition to complete the work set on foot by their own spirit and liberality.

A new Suction Engine has been received—made by William Simpson, of Baltimore, at a cost of \$800. It is a beautiful piece of workmanship, and performs admirably. With water sufficient, and in the hands of a full Company of practiced firemen, it will be found fully adequate to meet any emergency. Its powers have been two or three times tested: it may be made to throw a flood of water upon the roof of any house in town, and has repeatedly thrown water over the vane on the court house. The Engine is accompanied by a Hose Carriage and 300 feet of new Hose, and all other apparatus for a Fire Department sufficiently complete for a town of this size. A commodious Engine House and shed for the ladders have been erected on the public lot, at a point convenient of access.—Yet lack we two essential things, to wit: water and men.

For the purpose of providing at all times a supply of the first, it is suggested that capacious cisterns be prepared in the vicinity of each of the public wells, suitably covered, so as to prevent evaporation, and arranged so as to be kept constantly full and overflowing by the surplus from the pumps. They might be lined with thick planks, like tanners' vats, which would last an age, and cost comparatively little for construction and repairs. These would afford an ample supply of water for the protection of the four principal squares, and also, indeed, most of the houses on the opposite sides of all the nearest cross streets.

To provide against emergencies in more distant parts of the town, where wells happen not to be available, it has been suggested that a moveable cistern be made and mounted upon wheels—to be supplied by buckets, of which we have an ample number. Such contrivance, by the way, would also answer the purpose of a conveyance for the buckets to and from any place where they might be needed.

But it is said that the town treasury is low, and that the expenses recently incurred for various purposes preclude the idea of incurring any other obligation for some time. It is desirable that the want in question shall be by some means supplied just as soon as prudence will permit, and we therefore take occasion to "keep it before the people."

But men are wanting to fill the Company—and strange that it should be so, after voluntarily paying a pro rata tax, of large amount, to purchase the apparatus. The act of incorporation allows forty men to the Company, (which, by the way, is hardly enough;) still only twenty-nine can as yet be raised. Of these twenty-nine three are lawyers and two physicians, who are liable to be absent at the times when their services are wanted; and some of the rest are by no means Sampsons in muscular strength, if you will believe us. It is surely desirable, on more accounts than one, that a sufficient number of able bodied citizens should overcome their objections to a little hard work once in a while, and immediately fill out the Company. Only half manned and half worked, our beautiful and costly Engine will be just as likely to be in the way as to do good service. It requires a full complement of men, practice all together and systematic action, so that every man may know his place in any emergency, to render the apparatus effective;—and with this practice and system, it will be effectual: no man doubts it, who has seen the Engine in operation.

Our fellow citizens of the town ought to bear in mind that the County Court made the liberal contribution of four hundred dollars towards procuring our fire apparatus. We are directly and morally responsible to the County, in this amount, for the safety of the public property in our midst, and we do not act in good faith towards the public of the county, unless we use reasonable effort to render effectual the means of protection against fire which are thus put into our hands.

The printer being expected to attend to "every body's business," we throw out these suggestions and remarks for the consideration of the Commissioners and citizens of the town generally, in the hope that they may result in speedily completing the means of protection against fire which have been so well begun.

Wagoning by Asheville.—A gentleman of Asheville noted the number of market wagons which passed that place during the month of September, and the following is the result of his observation:

To market—six-horse wagons, 3; five-horse, 6; four-horse, 55; three-horse, 3; two-horse, 68; one-horse, 8—total, 143.

From market—six-horse wagons, 3; five-horse, 6; four-horse, 55; three-horse, 3; two-horse, 62; one-horse, 6—total, 122.

We understand that in consequence of there being in circulation, a number of well executed counterfeit 50 dollar notes of the Bank of the State of North Carolina, payable at the Branch at Morganton, the Bank has determined to retire from circulation all Branch notes of that denomination as speedily as possible.—Raleigh Reg.

Guilford Temperance Convention.

The Guilford County Temperance Convention met at Muir's Chapel September 22, 1849. The President in the chair, called the meeting to order.

The minutes of last meeting were read and approved; when delegates reported from the following Branches:

New Garden, Greensboro, Div. S. of T. Deep River, Friendship Sec. Cadets, Hometown, Florence Div. S. of T. Pleasant Garden, Shady Grove, &c.

Representing an aggregate of about eight hundred members.

Committee of Vigilance reported progress, and were continued.

On motion, E. Shilcutt and P. H. Reid were added to the Committee of Vigilance.

On motion, a committee of five was appointed to draft a code of laws for the regulation of the different Branches under the jurisdiction of this convention, which laws are to be presented to the next session of this body for final action.

On motion, the President was appointed one of the committee, and the whole committee stands as follows: S. W. Webb, S. D. Coffin, John Hubbard, Lewis Reynolds, Jesse Wheeler.

On motion, the following committee was appointed to attend a temperance meeting at Pleasant Garden, to wit: S. D. Coffin, W. E. Edwards, Ralph Barton, Thomas Barnum, A. S. Porter.

On motion, resolved, that the Editors of the Patriot be requested to publish these proceedings. After a few very appropriate remarks from Messrs. Shilcutt, Westbrooks and Coffin, the meeting adjourned to meet at New Garden on the 2d Saturday in April, 1850.

JESSE WHEELER, Pres't.

A. S. PORTER, Sec. pro tem.

What would the people of Raleigh think—especially those who have failed to subscribe to the Central Road, or who have done so grudgingly—if, in case the Central Road should not be constructed, the Gaston Road were to pass out of the State's hands, go to a Company associated together for the purpose of keeping it up, and be stopped "short off" at Henderson's? We merely put the question, and leave it to the people here to reflect upon.—Standard.

MEETING OF TEACHERS.—It is proposed to hold a meeting of the Common School Teachers and friends of education generally of Guilford county, at the Common School House in Greensboro, on Saturday the 27th of October, for the purpose of suggesting improvements in our Common School system, and of more thoroughly impressing the public mind with the importance of popular education.

NOTICE THIS.—All persons who are, or expect to be subscribers to the capital stock of the N. C. Railroad Company, residing in Guilford County, are hereby notified, that they are requested to meet in the Court-house on Saturday the 13th of October next. It is sincerely hoped that all will be present, as business of great importance will be brought before them for their consideration on that occasion.

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Alfred Brodhan
Miss Letitia Benecini
G W L Buckley
C Samuel Bell
Abner Bodnes
Dr R O Bowles
Hardy Bridges
Rev B L Beall
James Brannock
Thomas Beard
Joseph Bell
Henry Bevil
David Beard
S W Beetle
John Burns
Henry Breedlove
D Peter Clapp
Miss Marietta L. Carver
Enos Cummins
James C. Cannon
Alfred V. Coffin
Conrad Coble
Miss Mary Carfield
Elhu Coffin
Miss Jane T. Cannon
E Samuel Diggins
O Diggins
Daguerrean artist
Miss Elizabeth Dennis
Latham Donnell
Elias Dutcher
Richard Demill
Dugan Clark
F Miss Mary Ann Evans
G John D. Fisher
Salathiel Fisher
Richard Freeman
Abbotson Flemming
H Mrs Nancy Gray
V Garland
Mrs Elie Glass
Mrs Sophia Gorrell
I Mrs A R Hackett
Alfred Hatch
Israel Hughes
John Hughes
James L. Hendricks
James Hackett
Elias Hodson
Miss Martha Hays
Henry Horney
John M. Hall
William Hutchison
Rev A C Harris
J Philip Jean
K John Kirkman, sen.
Dr J. Kuhl
L 253

M Lucius J. Lindsay
Martha M. Lowrie
Mrs Nancy Lundy
Solomon Lee
W A M Lanier
N Rev T Meredith
Thomas McCullom
Miss Julia Mebane
Thomas A. McMichael
Mrs Elizabeth McBride
Mrs Tryphena Mock
Littleberry Melton
Armstrong Miller
John McGibbany
James N. Millis
O Mrs Eliza Nelson
P Elizabeth Outland
Q Dr Thomas Patrick
John G. Pearson
William M. Palmer
John Phillips
C D Phillips
Pleasant Permar
Rev S M Pearce
R William Ross
Henry Reed
Wancy Rodnas
Drury Rogers
S Miss Laura Ann Smith
Mrs Nancy Spruce
Elihu Starbuck
Thankful Stack
Obad Swain
Wallace W. Styron
Mrs N C Smith
Peter G. Siddle
Cornelius Stephens
Gen F. Simpson
John B. Stratford
Dr L D Spraggins
James Stewart
Mrs Jane E. Scott
Jacob Saunders
T William Turner
H P Thorn
William J. Tate
Samuel Taylor
V John Vanostory
W Elisha Wharton
Alfred Walls
Rev A. Wilson
Henry Watkins
Miss Epya A. Woolen
Archibald Wilson
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Albert Whittington
James J. Woodson
James White
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WILLIAM GOTT, P. M.

ATTENTION GUARDS!—Parade in front of the Court house on Friday, Oct. 12, armed and equipped for general review.

By order of the Captain,
834, 24, 1849.

H. T. WILKIN, C. S.

For the Patriot.

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V Garland
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O Mrs Eliza Nelson
P Elizabeth Outland
Q Dr Thomas Patrick
John G. Pearson
William M. Palmer
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THE PLANK ROAD.

We have great pleasure in stating, that the difficulties in the way of the vigorous prosecution of this work have been happily removed.

Gov. Manly, on being applied to, respectfully declined to arbitrate the question, on the ground of his official position. He made his reasons, we are informed, altogether satisfactory to the committee which waited on him. It was then agreed by both parties to refer the subject to George W. Mordecai, Esq., who kindly consented to act. The subject having been fully presented to him, he has decided in favor of the route originally designated, and on which the workmen were engaged when the Mandamus was obtained.

On the receipt of this decision, yesterday morning, the Board unanimously passed a resolution of thanks to Mr. Mordecai, and then unanimously resolved to proceed forthwith to work at the points where operations had been interrupted.

We trust that this decision, and this prompt action, will put an end to all feeling on the subject, here and elsewhere, and do away with those misconceptions, not to say misrepresentations, with which the public mind in some parts of the State has been filled, to the disparagement of our community.—Observer.

MARRIED.—On the 4th instant, by the Rev. Wm. D. Paisley, Mr. John Stewart to Miss Mary I. Gladson, all of this county.

DIED.—September 23, 1849, Miss Sally Andrus, of Bladen, N. C., aged 17 years.

Miss Andrus had pursued her education for the last two years in Edgeworth, closing her studies in May. She had attained to a Christian life, and a year ago joined the church under the care of the Rev. Mr. Greeter, a pastor whom she loved and honored. Her piety was marked by a sacred love of truth; by patience and humility in searching the Bible. She compared her own feelings and the confession and preaching of her church with the word of God; and thus attained peace in believing. How sincere and ardent; how spiritual and meditative; how cheerful in solitude and constant in prayer! More fitted was this delicate plant for the paradise of God than for the storms of life. The badge of mourning for one so dear and pure of life is not removed before the death of another is announced. [Com.]

I. O. O. F.

I will have a procession, in Greensboro, on Friday the 26th of this month. Brothers of other Lodges are cordially invited to attend. An address will be delivered on the occasion, by Rev. Mr. Foster. Oct. 5th, 1849. A. C. CALDWELL, Sec.

BONNETS.

I take this method of informing the people of Greensboro and surrounding country, that I have again commenced bleaching and dressing Bonnets, and also making Silk Bonnets. As my work is known to most of the people, I hope I will be able to give general satisfaction to those who may call on me. Those disposed to give their custom will find me at Mrs. Sarah Adams's.
Oct. 1849. 25 3m. MARY KIRKMAN.

NOTICE.—Taken up and entered on my stray—lost, by Thomas Smith, a bay mare with a star in her face, right hind foot white, with some white spots, and a sore on her back, fourteen hands high, supposed to be twenty years old or more, and priced at fifty cents. The taking up lives 14 miles East of Greensboro, on the Shallow Ford road.
Oct. 2d 1849. 25 3m. A. GRAY, Ranger.

British Periodical Literature.

VALUABLE PREMIUMS TO NEW SUBSCRIBERS.

Subscribe early while the terms are low. Reproduction of the London Quarterly Review, the Edinburgh Review, the North British Review, the Westminster Review, and Blackwood's Edinburgh Magazine.

The above periodicals are reprinted in New York, immediately on their arrival by the British steamers, in a beautiful clear type, on fine white paper, and are faithful copies of the originals. Blackwood's Magazine being an exact fac simile of the three great parties in England—Tory, Whig, and Radical.—Blackwood and the "London Quarterly" are Tory; the "Edinburgh Review" Whig; and the "Westminster Review" Radical. The "North British Review" is more of a religious character; having been originally edited by Dr. Chalmers, and now, since his death, being conducted by his son-in-law, Dr. Hanna, associated with Sir David Brewster. Its literary character is of the very highest order.

Prices for 1849:
For any one of the four Reviews, \$5 per annum.
For any two of the Reviews, 7 " "
For any three of the Reviews, 8 " "
For all four of the Reviews, 9 " "
For Blackwood's Magazine, 3 " "
For Blackwood and three Reviews, 9 " "
For Blackwood and the four, 10 " "

Payments to be made in all cases in advance.
PREMIUMS.
Consisting of back volumes of the following valuable works, viz:

Bentley's Miscellany.
The Metropolitan Magazine.
The Dublin University Magazine.
Blackwood's Magazine.

The London, the Edinburgh, the Foreign Quarterly, and the Westminster Reviews.
Any one subscribing to Blackwood, or to one of the Reviews, at \$5 a year, or to any two of the periodicals at \$5, will receive, gratis, one volume of any of the premiums above named.

A subscriber to any three of the periodicals at \$7 a year, or to the four Reviews at \$9, will receive two premium volumes as above.

A subscriber to Blackwood and three Reviews at \$10 a year, or to the four Reviews and Blackwood at \$10, will receive three premium volumes.
Please be particular in naming the premiums desired and the works subscribed for.

Clipping.
Four copies of any or all of the above works will be sent to one address on payment of the regular subscription for three—the fourth copy being gratis.

*No premiums will be given where the above allowance is made to clubs; nor will premiums in any case be furnished, unless the subscription is paid in full to the publishers, without recourse to an agent.

Early Copies.
A late arrangement with the British publishers of Blackwood's Magazine, secures to us early sheets of that work, by which we shall be able to place the entire number in the hands of subscribers before any portion of it can be reprinted in any of the American journals. For this and other advantages secured to our subscribers, we pay no large a consideration, that we may be compelled to raise the price of the Magazine. Therefore we repeat "subscribe while the price is low."

Remittances and communications should be always addressed, post-paid or franked, to the publishers, LEONARD SCOTT & CO., 79 Fulton street, New York.

DR. A. S. PORTER.
Having disposed of his entire interest in the Drug Store to Dr. D. P. Weit, respectfully tenders his services in the various branches of his Profession to the citizens of Greensboro and vicinity. Office immediately opposite the carriage shop, Greensboro, N. C., August 17, 1849. 1849

CANDLES.—2,000 lbs Tallow Candles just received and for sale. W. J. McCONNELL, Dec. 12, 1849.

\$200 worth of Cabinet

FURNITURE is now offered for sale by the Subscriber at my shop, 24 miles southwest of Greensboro, and is Greensboro consisting of almost all kinds that are made of domestic materials from a fine curled maple and cherry side-board down to a candlestand, all of which is offered on the very lowest terms sold in this country. Any kind of country produce, without or with plank will be received in payment at customary prices but for cash 10 per cent. will be deducted from several years of experience in prices, and having had for several years a large stock of cabinet, I hope and solicit a continu

