

The Culture of the Irish Potato.

Were we to take up an agricultural paper published in Iceland, and find full and ample directions how to make Iceland Moss to perfection, should we not be considered green if we attempted to follow those directions in this hot climate of the South? So with the Irish Potato; although originally a Southern plant, yet it has been brought to its present edible perfection, in the moist, cool latitudes of the North, and to succeed well with it here, we must make it approximate, as nearly as possible, to those cooler latitudes. If we plant the potato in the earth after the manner of the North, they make good early potatoes, but by the time they have matured, and should be at the height of their farinaceous perfection, from the excessive heat of the soil they have become watery, and when cooked more resemble balls of putty than human food. To have good Irish potatoes in this warm climate, plant them under straw, any time from Christmas until March. Break up the ground intended for the potato bed deeply; manure it well with any cooling manure—decomposing vegetable substances are best. Open furrows six inches deep, eighteen inches apart, fill the furrows nearly full of any well rotted manure. The potato should have been cut once in two, at least two weeks before planting; plant the potato cut side down, on the manure in the furrow twelve inches apart; now cover the whole with the earth on the ridge, and then cover the whole bed with either wheat, oat, or pine straw—the deeper the straw the better, and the more of the potatoes there will be. The rains beat down the straw, moisture is engendered next the earth, and an even temperature is preserved. Keeping the potato cool and giving it that peculiar mealy quality, without which an Irish potato is the most of all human food. No fears need be entertained but what the tops will find their way through the straw; they will find the light, and the potato will make as high up in the straw as the moisture comes. There is no after culture, after planting—the yield is greater and the quality equal to the best imported. Who will eat putty balls, when they may have as well, mealy potatoes?—Soil of the South.

Deep Ploughing.

All cultivators of the soil, I think, will agree that it is better to have a deep rich soil than a thin one. Crops on a deep soil are not so easily injured, either by drought or excessive rains. In dry weather there is a better circulation of the moisture amongst the roots of plants, and in wet a free opportunity for the excess of water to soak down, and thus be reserved for use in time of need.

While all agree with me in my views thus far, there is great diversity of opinion in relation to the propriety of deepening the thin soils, some contending that the subsoil contains poison, which, if brought up and mixed with the surface soil, will surely blast all the hopes of the unlucky farmer who shall be bold enough to attempt it, and that it is not best to bring up a particle of earth in order to deepen the soil, however thin it may be; while others again, as strongly advocate deep ploughing and deep tillage, bringing up the subsoil to be acted upon by the atmosphere, and at length forming a deep, free soil, suitable for the production of abundant crops.

Having advocated and practised upon the last of these opinions for more than twenty-five years, the object of this communication is to give some hints to farmers respecting deepening the soil. The nature of the soil and the circumstances of the cultivation should always be considered. If the subsoil is clay, or very hard and tenacious, the land should be ploughed in the fall, that the frost may operate upon it; and if there be not an abundance of manure, a small quantity should be brought up; so that there may not be sufficient to injure the growth of the crops of the first season, but rather to increase them. Gravelly and sandy loams may be ploughed deeper at any time. If lands are wet, all the good effects of deep tillage cannot be attained until draining is resorted to. My practice has been, and my advice now is to deepen gradually; but as I have before stated, how fast depends upon circumstances. By all means, however, obtain a deep rich soil wherever you intend to till.

A gentleman who has travelled through the eastern and the southern parts of this state considerably, amongst farmers, and who is himself a cultivator of the soil, remarked to me, a year or two since, that he could pick out those farms where deep ploughing had been practised from superiority of the crops, and that upon inquiry of the owners he was seldom or never mistaken in his opinions.—New England Farmer.

Firmness in Death.

The Home Journal gives this thrilling account of the coolness of a Hungarian General in the hour of battle and of execution: One of the most distinguished of the Hungarian Generals who were taken prisoners and executed by the Austrians had the singular name of Ernest Kiss. He was a wealthy proprietor, owning twenty three villages, and was a man of excessive personal elegance, as well as of excessive chivalric courage. He regularly sent his linen all the way from Hungary to Paris to be washed; and was in similar respects a D'Orsay, as well as a Bayard. His coolness in danger was remarkable; and it is told of him that one day, within reach of an Austrian battery making an observation, he ordered his servant to bring him a cup of chocolate. A shot took it from his hand and killed his horse. "Clumsy brackish!" said Kiss, they have upset my breakfast. When taken out with three others to be shot he was superbly dressed. The order was given to fire, and his companions fell, while he stood untouched. "You have forgotten me," said Kiss, in his usual tone of voice. The corporal of the platoon stepped up and fired, and the ball striking him in the forehead, he fell without a struggle.

THURSDAY, MARCH 4, 1852.

Our Upper Country.

It is pleasant to walk in the woods these Spring mornings. The trees do not as yet shade us but still the last remnants of the autumnal leaves protect us from the rays of the sun.

How vivid to our mind the first visit we made through the upper country. It was about this season of the year, several years since, that we left Augusta, Ga., about one o'clock, A. M., and took passage in the stage for Abbeville, C. H. Now, this was not the hour (especially after enjoying the quiet repose which one finds at the Eagle and Phoenix Hotel, Augusta,) to reconcile us to man or nature. We were in no comfortable mood and being frequently aroused out of unrefreshing naps, which cannot be otherwise in a stage coach, by the occasion of the Driver stopping to water his team, we felt as if this would be our first and last visit over such rough roads.

But soon was our mood changed to one pleasant, buoyant and happy, for as "morning light appeared," the birds warbled forth their songs of morning joy, recalling to mind those lines of Montgomery:— "Who loves not Spring's voluptuous hours, The carmel of birds and flowers."

The uneven surface of the country presented to our mind beauties never before seen to be enjoyed. How very striking is this to a low country resident! There where all is flat and even, it is certainly delightfully pleasant to leave the sea shore to raminate and ruralise in our upper borders. We took breakfast at Edgelyville, but had no opportunity of noticing the town. About dark in the evening we reached Abbeville. What pleasant feelings to see a miniature city in the woods! After a sojourn of two or three days at Abbeville, in which time we learnt the facilities enjoyed by the inhabitants, how quietly did our prejudices vanish, and thought we—what a happy people!

In our young days we paid a visit to New York, Albany, Syracuse, Buffalo, Niagara Falls, &c., and yet this brief visit to Abbeville village really pleased us more than those dashing cities, or the enviable pleasure of viewing Niagara. How strange that our citizens in the low country, annually spend hundreds of dollars in visiting these Northern places, when for a much less sum, they can while away the dull months of Summer in their own State, in a delightful climate and enjoy the pleasure of viewing as pretty scenery as can be found any where. Some years ago these trips to our upper country could not be accomplished but at great expense, trouble and fatigue, but our Rail Roads are now projected to every point we might say; that we trust our friends will visit their neighbors, by which means not only do we hope they will be much benefited, but it will have the effect to perpetuate those good feelings which we are pleased to see exist at this time.

To Correspondents.

It is against our rule to publish anonymous communications. "Merried Life," by "Ad Observer," we will look over, and they will be able to judge of its merits.

"Beaufort Battle Ground," by "Farmer's Advocate," we will peruse at our leisure. Real names must accompany all communications to ensure their publication; and we would be pleased to have the authors of the above call on us, or otherwise send us their true signature. We are obliged to adhere to this rule to avoid imposition.

Communications must be handed in at least a day or two before the paper is put to press, which is on Wednesday night.

Some short time since a communication was addressed to Judge O'Neal in the Charleston Mercury signed "Many Citizens," asking the Judges' opinion in relation to the propriety and propriety of constructing the contemplated Rail Road to connect the Western States more intimately with our own, by a line of Road through the Rabun Gap.

This matter has given rise to much discussion in the Charleston papers. Judge O'Neal's opinion is that it would be of much advantage to the State, and especially to Charleston. He says if Charleston will do her duty towards the enterprise, he pledges himself the up country will follow.

Municipal Election.

The following gentlemen were elected to serve for the ensuing year:

- INTENDANT—A. J. BELDEN.
WARDENS—J. R. MAGILL, JONES CROCKETT, A. C. DUNLAP, S. B. EMMONS.
Kongress.

The Kold weather, Kossuth and Kristmas, and the Kneus from Kalifornia has Knocked Kongress into a Kocked hat. Knowing of importance Kould be done, when was such a Kry about so many subjects among the Knowing ones at the Kapital. As Kulek as we Kan get reliable Kneus, we shall Knot be long in Komeunicating it to our Kurious, Knawing Kneighbors. Konequently at present we Know Kno better than to Klose this Komeunication, as the Knight is unKcommonly Kold, and we have a Kurious Komeplaint Kalled the K—K—K—Kossuta Kramp or Krip—K!—Exchange Kan't Kram another K in this Krap of Kneus.

The Indiana Senate has passed a bill to purchase land in Africa, to which the negroes in that State are to be sent.

At a meeting held in Columbia on the 23rd ult., for the purpose of taking measures for the construction of a Plank Road from that town to some point in Union District; the following were the principal resolutions adopted:

Resolved, That in view of these considerations, and in view of the growing enterprise and competition of both the larger and smaller towns of this and the adjacent States, it is of the highest importance to the people of Columbia to avail themselves of the advantages which a plank road connection with the back country presents for maintaining and extending their trade, enhancing the value of their real estate, multiplying their industrial pursuits, and advancing the general importance and prosperity of the town.

Resolved, That the proposed plank road from Columbia through Lexington, Newberry, and Union Districts, offers the most favorable opportunity for commencing a system of plank road communication, which will connect us with the agricultural districts of the up-country not already occupied by competing modes of transportation.

Resolved, That in order to push forward this enterprise as speedily as possible, a committee of persons to be appointed by the chairman, who shall ascertain with reasonable certainty the most advantageous route and terminus of the road, the probable amount of capital which may be required for its construction, and the aid to be expected from other quarters, who shall give the notice required under the plank road law, correspond with those sections of the country directly interested in the road, and do whatever else may be deemed expedient as preparatory to opening the books for subscription, and which will facilitate an immediate undertaking of the enterprise as soon as the stock is subscribed for.

Resolved, That a committee—persons for each ward be appointed to receive and obtain new and larger subscriptions, additional to those already made.

Resolved, That the committee appointed under the preceding resolutions report on the several matters embraced therein to an adjourned meeting, to be held in this place, at the earliest day after the expiration of the time of advertisement, which they may deem convenient and advisable.

Not to please our vanity, but in order that our subscribers may see what opinion the press of our own State have of the Ledger, we annex the following notices received since our last issue.

THE LANCASTER LEDGER. We have received the first number of a new paper, neatly printed and ably edited, with the above title. It comes to us from the District which gave birth to Andrew Jackson and has uniformly supported his politics. The Ledger, however, professes to be moderate in its views in regard to the present exciting political struggle in South Carolina. We are pleased with the paper and the location, and hope that it may have a long list of paying subscribers transferred to the Ledger at the end of the year. But we see no editor's or printer's name affixed to the paper. It has surely had both, or it never could have come into the world full grown, as it is, and speaking wisdom. With great pleasure we place the Ledger on our exchange.

We are much obliged, Major P. for your flattering notice of the Ledger. But you should "give the devil his due,"—you would have seen our name on the first page.

The Lancaster Ledger is the name of a new paper published at Lancaster, C. H., by R. S. Bailey, editor and proprietor.—The first number is neatly printed and presents in every respect a fine appearance. We congratulate the good people of Lancaster on the establishment of a press in their village, and doubt not but that they will lend a cheerful and willing support to Mr. Bailey in his laudable undertaking. He will command success because he deserves it. We regret, however, that the Ledger has mounted the fence, and has not seen proper to come out and declare itself either for us or against us. Notwithstanding its professions of neutrality, we gather from the carefully prepared and able written article in this number, that it will boldly and fearlessly oppose the secession of the State. If this shall be its course, we take pleasure in extending to Mr. Bailey the right hand of fellowship, and wishing him abundant success and lots of subscribers.—S. Rights Advocate.

THE LANCASTER LEDGER.—This is the name of a very neat and respectable sized newspaper just issued at Lancaster, C. H., S. C., by R. S. Bailey. It proposes to be neutral in politics, but should he conclude to advocate any political policy, has platform intimates very plainly, that he'd be no secessionist. We wish him all the honors and pleasures incident to driving the quill, without any of its trials and vexations, and welcome him to our exchange list.—Pickens Courier.

THE LANCASTER LEDGER.—This is the title of a new paper just started at Lancaster, in this State, by R. S. Bailey, Esq. It is neatly printed, and professes to be independent of party. We welcome the editor, as misery loves company.—Yorkville Remedy.

THE LANCASTER LEDGER.—We have received the first number of a paper bearing the above title, published at Lancaster Court House, by R. S. Bailey, Esq., formerly Editor of the Laurensville Herald. The paper is of good size, neat in appearance, and from Mr. B.'s experience, we have no doubt it will prove worthy of a liberal patronage.—Cam. Jour.

A man named Gable, who was a believer in the Spiritual-knocking rappers, died recently in Indiana. He had not taken any nourishment for two weeks, and had burnt his hands by holding them against the fire, for the purpose of taking the electricity out, as he said, while under extraordinary excitement. Exhaustion and excitement were the probable cause of his death.

Rail Roads.

When Rail Roads are now traversing almost every other portion of our State, with their quickening and fertilizing effect, why should not we too avail ourselves of the blessings they confer? Is there any insuperable barrier in the way to prevent the construction of one leading from some point on the Columbia and Charlotte Road into our District? A Branch running from Chester to Lancaster would command the freight of as great an amount of produce, and benefit as an extensive section of country, as any other Road of similar length in the State. In addition to the almost entire District of Lancaster, and a large portion of Chesterfield, the productions of a broad scope of country in North Carolina, between Mecklenburg County and the Pee Dee, would eventually find their way into market through this channel. In fact, nearly all of the produce which has hitherto sustained the Camden market, would take this direction. This surely would be sufficient to justify the construction of such a Road. Yorkville in a short time will complete a Branch from Chester to this place, running almost parallel with the main stem of the Columbia and Charlotte Road. This Branch will be but twenty-one miles in length, and yet the back country upon which it, of course, must principally depend for support, can in no way be compared in extent and fertility with that which would feed a Branch leading into our District. Still it is believed by many gentlemen of experience and sagacity, who are interested in the Yorkville Road; and who, of course, have given the subject most attention, that its stock will turn out to be a good investment. If this opinion be correct, can any one for a moment doubt but that stock in a road leading from Chester into this District would be even profitable? The affirmative in answer to this question is much favored, too, by the reflection that every successive road which has been built in the State, has cost less to the mile in its construction than any one preceding. This is the natural result of increased experience. A road may be constructed now with profit to the Stockholders, which even ten years ago would have thrown upon their hands so much dead capital.

If gentlemen in our District who are most deeply interested in the soil, will insist themselves in behalf of this enterprise with that earnestness and zeal which its importance warrants, the construction of the road in question will be found to be easy of accomplishment. When we reflect that this road, if built, must pass through a portion of Chester District, distinguished by intelligent and public-spirited citizens, whose lands would be thereby greatly augmented in value, and that the advantage which would accrue to that of no other point upon which the road could touch, it cannot be doubted, but that any serious effort on our part to build the road would be powerfully seconded by Chester District. This, in addition to the assistance which would be given from other quarters, would be sufficient to render its construction certain.

The time is fast approaching when our farmers will be no longer content to submit to the inconvenience and expense of hauling their produce to distant markets. The growing necessities of a large extent of country on this side of the Catawba begin to call loudly for those facilities for the transportation of produce which rail roads now afford to almost every other portion of the State. This in itself is well calculated to recommend the enterprise in question to our most careful consideration, while the impetus which its success would give toward a full development of the resources of a country, rich in agricultural and mineral capabilities, would be attended not only with the greatest advantages to the owners of the soil, but would likewise tend materially to the increase of wealth in the State. These suggestions are thrown out merely with the hope of calling the attention of our people to this subject.

THE NEW MORMON CAPITAL.—A writer in the National Intelligencer states that Brigham Young and his associates being well satisfied, that upon a fair representation of facts to government by the returned judges, the civil authority of the territory would be withdrawn from their control, they have, with their usual cunning located their capital in one of the most out-of-the-way, inconvenient, and unsafe districts to be found within the limits of the Territory, with the view not only to expose the officers who might be sent there to Indian hostilities, but to remove them so far from Salt Lake City as to remove them as to prevent their taking cognizance of crimes and offences there, over which the church claims to exercise exclusive jurisdiction. Recent letters from Salt Lake City announce these as the reason for the act.

THE BRAMAH LOCK PICKER.—Mr. Hobbs in a recent lecture before the Society of Arts in London, thus describes the manner in which he picked the celebrated Bramah lock:— "He said that his first step had been to take an impression of the hole in wax. He had originally supposed that each slide had its spring, but he found himself mistaken in that surmise. Having contrived the necessary implements, he pressed down the disc, which left him at liberty to work on the slides; introduced a lever into the key hole, and applied pressure to the cylinder; felt the slides successively, pressing them in the false notches, and succeeding in loosening the cylinder, and the lock was picked. He had never seen the inside of a Bramah lock before his experiments—had never tried to pick one; and he entertains no doubt that, with his present experience, he could repeat the process in an hour's time. Mr. Hobbs alluded also to the "Powerful reflector" he is said to have used, and showed it to be a three-penny mirror, and similarly refuted the exaggeration relative to excessive filing of the lock."

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Anderson and Knoxville Rail Road.

Col. W. Spencer Brown, Chief Engineer of the Greenville and Columbia Rail Road, returned to this place yesterday, from a rapid reconnaissance of the contemplated Rail Road route from Anderson, C. H., through Rabun Gap, to Knoxville and Chattanooga, Tenn. Col. Brown had not time upon his short visit, to make a very minute examination of the entire route, but returns satisfied its entire practicability, at a very moderate cost, considering that it passes through a mountainous country. He expresses the confident opinion, that a superior road may be built at a cost not exceeding 15,000 per mile for fifty miles, through the mountains, and \$10,000 per mile for the balance of the line, say ninety or one hundred miles, to Knoxville. Col. Brown thinks that the most practicable direction for the line, will be to strike from Anderson due west, crossing the Seneca River near Sloan's Ferry, and thence by the most practical route to the valley of Tugaloo River, to the mouth of Dix Creek, following which stream for a short distance, a very pretty level ridge may be crossed to the War Woman Creek, a few miles from Clayton and up that Creek to Clayton, thence through the Rabun Gap, to the head waters of the little Tennessee and Hwassee Rivers, without difficulty. The distance from Anderson to Clayton, by this route, is about sixty miles, and Col. Brown says truly that it is in every point of view, the most important enterprise to South Carolina and the Southern States that ever enlisted public attention. Let Charleston begin to move, let the State move, and let the people everywhere go to work, to insure the early construction of this great and important thoroughfare.—Southern R. Adva.

The North Eastern Railroad.

It is with sincere pleasure we announce to the community, that Council have promptly acted upon the recent application of the Commissioners of the North Eastern Railroad, and by a most liberal subscription of One Hundred Thousand Dollars, enabled them to secure the charter, and to begin the steps for organizing the Company.

We are now a divided people of Charleston will not slumber upon their interests, but with commendable zeal engage in the contest for the great prizes of trade and travel which are now within our grasp. Let it be remembered, however, that we are now only at the commencement of the work, and that to secure its speedy completion, it must meet with further aid than can be extended by the neighborhoods through which the road will pass.

Several of our Banks have not yet imitated the example of institutions whose prompt and liberal support was noticed a few days since, but we yet hope that they will come forward and contribute liberally to the furtherance of this undertaking. Experience shows that cities without these iron highways invariably languish; and that in facilitating their market the products within their reach, they add an hundred fold to their wealth and importance.—Chas. Cour.

The following is from the New York Correspondent of the New Orleans Crescent. We think it time the people of the North should cease to interfere in what does not concern them.

"You may set it down as a fact that the North has come to its senses on the subject of slavery. Nine out of ten of the people in the free States are entirely satisfied: 1st. That no agitation here could accomplish Abolition, or have even a tendency to bring it about. 2d. It is a matter which concerns exclusively and entirely the Southern States. 3d. The free negro population at the North are in a condition far less comfortable and independent than their brethren at the South. 4th. That if we are to live in harmony as States, no one section of the Union must interfere in the local affairs of the other.

On the whole, therefore, I rejoice in all that has happened. The agitation raised by fanatics has been allayed by the sober arguments of reason, good sense and patriotism. There is a large and rapidly augmenting class of men at the North who are determined to break away from all party lines and plant themselves on the great principles of the compromise of 1850, and abide by the guarantees of the constitution."

BRUTAL ASSAULT.—We have just heard of a most shocking and barbarous attack upon a young woman, of this District, which she will hardly survive. She is the daughter of Mr. John Hembree and was to have been married on last night.—Sometime on yesterday her screams were heard by others of the family, who were at work near at hand, and upon going to see what was the matter, she was found some two hundred yards from the house, almost senseless, with her head dreadfully bruised and cut with more than a dozen frightful gashes, and the physician reports that the skull is fractured in several places. She has since revealed the perpetrator of the inhuman deed, who is her uncle, James Hembree, and he is now under arrest. We have not heard the motive that led to the commission of this act, but it is said that the uncle was opposed to the marriage.—Anderson Gazette.

DEATH FROM TOOTH PULLING.—A lady in Winchester, Mrs. Locke, had a tooth extracted about a fortnight ago, and the wound continued to bleed till Tuesday, when she expired from exhaustion. Several physicians, including Mr. Biglow, tried in vain to stop the bleeding. Such cases have happened before, but are by no means common. It is said that the juice of nettles will stop bleeding from the nose when all other remedies have failed.—Boston Post.

Branch Bank, Camden. The following gentlemen have been elected Directors, for ensuing year: President—T. Salmon. Directors—A. D. Jones, John Canty, W. Kennedy, L. Whitaker.

ARREST ON SUSPICION OF KIDNAPPING.

A white man who gave his name as W. D. Rose, arrived here yesterday in the Wilmington Steamer with a negro in charge, whom it appears was ordered by him to remain upon the wharf while he went in search of a broker, but during his absence the negro, who is about 17 years of age, was questioned by Police Officer Daniel Twohill, who was present, and the answers returned were such as to induce (the arrest of the white man (Rose) upon his return, and that of the boy. They were both taken before his Honor the Mayor, to whom we are indebted for the following facts elicited during the examination:

Wm. D. Rose stated that he lived in North-Hampton county, North-Carolina. That some time ago a Mr. Humphrey Gums told him to catch the boy, whom he calls Tom or Nuke; that he was a runaway; that if he would take him to Charleston and sell him, or failing to do so, would hire him to the Wilmington Rail-Road Company he would give him \$50. Humphrey Gums lives five miles from Rich Square, North-Hampton county. Rose has no documents or written authority on the subject; is himself not the owner of any slave; says he is a stranger both in Charleston and Wilmington, never was at either place before, and got the Captain of the steamer Wilmington, to clear the boy in the Custom House at Wilmington. At the request of Rose, the Mayor yesterday wrote to Magistrate M. W. Smallwood residing next the Post Office at Rich Square, as above, also to Mr. Wm. Gums, the son of Humphrey Gums, to come on forthwith and attend to the matter.

The negro asseverates most positively that he is a free man, and says his name is William Francis Nukely Davis, son of Betsy Davis, a free born woman nearly white. The boy is a mustee, and says he was bound to service by his mother to Humphrey Gums till he was 21; that he had but 3 more years to serve, when being ill treated by a Mr. Botton, to whom he was hired, he left, and has been working out since for himself, and that he was taken by Rose while getting out staves near Halifax, N. C., on last Friday, and that Rose forced him to mount a horse (telling him he would take him home) and conveyed him to Wilmington, and thence to Charleston, and that he was not aware by Rose that he was for sale.

The affair wearing rather a suspicious aspect, his Honor has deemed it correct to detain both parties in custody for further inquiry.—Chas. Cour. News.

INTERESTING FACT.—The Rev. J. D. Tyler, Principal of the Deaf Mute Department of the Virginia Institution, states in his last interesting report, that our own country is the only one in which the question whether the children of deaf mutes are themselves apt to be apt to be deaf, has approached solution. Two hundred educated mutes assembled in Hartford, Conn., Sept. 25 1840. Of these 103 were married, some quite recently. Seventy-two were parents, the parents of 102 children, ninety-eight of whom can hear and speak. Instances are given of parents both deaf from birth, having children able to hear and speak.

"An instance," says Mr. Tyler, exists "in our own institution, in the case of an instructor and his amiable wife, both deaf from birth—but their two bright little boys have all their senses in perfection. So that the apprehension in question," continues the Principal, "is not sufficient ground for deprecating to deaf mutes the chief earthly happiness, the school and exercise of virtue—the state which preserves nations, and fills cities and churches and heaven itself."

HO! FOR CALIFORNIA.—There is a sudden and an unexpected flow of emigration from this port to Chagres and Jan Juan, the ultimate destination of which is California. The Meteor, usually running in the regular Texas trade, has been taken out of it to meet this demand for transportation to the Isthmus. She is a superior vessel, and leaves to-day with at least three hundred passengers. Another steamer or so could be probably employed just now in the same trade. And as the latest news from the Isthmus informs us that provisions are extremely high there, particularly salt beef, a pretty speculation might be made, perhaps, by some prompt adventurer in that line too.

This sudden increase in this emigration from this port may be attributed to the announcement that it is of no use going to New York to secure transportation in the regular steamers to the Isthmus, as all the berths clear through on the route are taken for some time to come. The New York Tribune advises persons bent on going to California not to go to New York, but to take the first vessel that offers anywhere to sail round Cape Horn.

Then, too, a great many persons are now here on their way to the "Gold Dust" country who should have been here some weeks ago. The bad state of navigation of the upper rivers kept them back, and now they come all together, and eager to get to their journey's end. We do not think the rush will last long.—New Orleans Picayune.

DEATH OF A LADY FROM GRIEF.—Mrs. Agnes Boyd, of Cincinnati, is said to have died of grief, a few days ago, in consequence of the decease of her husband. During the week previous to her death she was almost constantly occupied in prayer, interrupted at frequent intervals by incoherent maniacal supplications to her children.—She took no food or nourishment of any kind, save such as were forced upon her, and when the stricken spirit fled, the fair tenement it had occupied was reduced almost to a skeleton. She was only 29 years of age, a lady of rare accomplishments, and the daughter of the Rev. Dr. George, of Philadelphia.

California has already made such progress in civilization as to demand a new constitution, the old one having been quite worn out in the usage of the last two years. It is too old, and the wants of the State have outgrown the time-honored instrument which is altogether inadequate to its present development. "A good constitution now-a-days," says the Providence Journal, "will last, with fair usage, about as long as a pair of boots."

Advertising—Facts and

The following is from the South Carolinian: When newspapers talk of the advantage to be derived by the business of the publisher, it is not most deeply interested in the cause of the publisher. The Boston Times furnishes us with a few statistics received from Mr. S. S. Houghton, one of its dry goods advertisers. The statement exhibits the amount of business done for seven or eight weeks, taken from his cash-book, one half the time without advertising the other with daily advertisements.

Table with columns: No. Advertisements, Average nearly \$375 per day, and Average nearly \$304 per day. Lists various numbers and their corresponding values.

Total... \$1712.19. Average nearly \$375 per day. Total... \$7,000.00. Average nearly \$304 per day.