

Glorious News!!

Lancaster Railroad Regenerated!! Discarded!! The Railroad Charter Secured!! To-day has been a great and gala day for the people of Lancaster District...

The Commissioners appointed at Lancaster Court House, under the Charter, to incorporate the Lancaster Rail Road Company...

The Alabama Convention.—Among the objects contemplated by the Southern Convention, which is to assemble at Memphis on the first Monday in June...

The direct exportation of cotton by the planter, thus doing away with middle men, middle warehouses, middle commissioners...

To build up a Southern importing market, in opposition to New York.

To establish through railroad alliances more sympathy with the great West and Northwest, socially, commercially and nationally.

To have one or more lines of steamers to Europe.

To induce emigration through Southern ports to pass to the West by a communication always open, expeditious, and cheap...

To stimulate manufactures and general industry.

To educate our children at home, to spend our wealth at home.

To aim at commercial and industrial independence.

MELANCHOLY ACCIDENT.—Yesterday morning, a young man by the name of Thos. Scarborough...

WHOLESALE DESTRUCTION OF LETTERS.—On Wednesday last seven hundred bushels, or about one million, of dead letters were destroyed...

MAJOR PERRY.—This gentleman amuses his leisure moments in Court at the city of Washington in fabricating ridiculous comparisons for South Carolina secessionists...

SANTA ANNA.—General Santa Anna, accompanied by his wife and daughter, and a large suite of Mexican officials passed through Havana on the 28th ult...

DARLINGTON.—At an election for Intendant and Wardens of the Town of Darlington, held on Monday 4th inst...

THE MARION STAR.—The Marion Star informs us that Judge Frost has had a hard week's work in the session since the Court there...

AN ESCAPE.—William E. Murphy, who was sentenced to one year's imprisonment and confined in the jail at Barnwell C. H...

MONUMENT TO GEN. WORTH.—The House of Assembly of New-York has ordered a third reading of the bill appropriating \$5000 for a monument to General Worth.

Sir Walter Raleigh was the first discoverer of the value of the Potatoe as a food for man.

The Hon. Pierre Soule, of La., has been nominated and confirmed as Minister to Spain.

Our Court

Adjourned on Saturday last. No case of special interest, except that of the State vs. Capt. L. W. R. Blair, indicted as an accessory to the killing of Mrs. Jane D. Young...

Lancaster Rail Road.

It will be seen from an extract from the Ledger which we copy in another place, that a sufficient amount has been subscribed to secure the Charter of this Road.

China and Earthen Ware Store.

We ask the attention of purchasers to the Advertisement of Mr. H. E. Nichols, in our paper to-day. His Stock is one of the best in the State...

Professor Miller's Oration.

Delivered before the Literary Societies of the South Carolina College, December 7, 1852. We are under obligations to George M. Fairlee, esq., for a copy of the above.

Senator Butler

Will please accept our thanks for his kind attention in forwarding us a late Congressional favor.

Forbearance.

There is no virtue which Temperance strives more to inculcate than forbearance; and we are sure that no man who will follow closely its teachings...

EARLY VEGETABLES.—We have received from Henry Lyons, Esq., specimens of the cucumber family, which are very fine.

JUDGE WITHERS AND THE GRAND JURY.—Mr. Eford, the Junior Editor of the Greenville Patriot, writing from Anderson C. H...

SENATOR BUTLER.—Among the speeches which the recent discussion brought forth in the Senate on the Monroe doctrine...

FIRE.—At about a quarter before eleven o'clock last night, a fire broke out in the carpenter's shop of Wm. Jones...

FROM SEVERAL QUARTERS the suggestion has been made of a World's Temperance Convention to be held during the great Exhibition to come off during the summer in New-York.

Spring has Come.

How delightful is the Spring Season, when nature assumes her wonted cheerfulness, having disarbed herself of Winter's grey suit...

There is a melancholy pleasure in contemplating the changes of the seasons, and how aptly do they illustrate the changes in human life.

Such is life, while we play Enamored of each fragile flower. And wrapt in hope's bright vision stay The short 'tis hour's.

Messrs. Cammon & Co., of New-York, have taken the North-Carolina loan of \$500,000 in coupon bonds for thirty years, at 6 per cent.

THE RAILROAD CROSSING.—Yesterday, for the first time, the passenger trains of the South Carolina Railroad passed over the Savannah river...

Turning from the land owners, the question to the planters and farmers trading to Camden, will be, what value is such a road to us?

The Plank Road is safe and good at all times, and saves this waste of time, means and money.

On the present road, he founders or cripples a horse, or so uses him up, as to unfit him for service for some time...

As an example, take a planter, thirty miles from Camden, with 50 bales cotton to carry to market.

On the present road he would make eight trips—of one day and a half to get to Camden, half day to sell, and one day to return home...

On the plank road, he would make four trips, with the same team, four horses, he would make four trips, of two days each—equal to eight days...

But the saving is largely more to the planter, in giving to him the time to improve his lands.

It follows from these facts, that it is greatly to the interest and advantage of every planter of cotton, between Camden and Monroe...

All other producers for market are equally benefited. In truth the facility and certainty of getting to market by a plank road...

Mr. Editor:—I enclose you the Report of a Committee appointed by a Convention assembled at Lancaster C. H., in September 1850...

The Committee appointed by the meeting of citizens of Union county, Lancaster and Kershaw Districts, held at Lancaster Court House in September last...

The Committee desire to be entirely candid in the facts which they intend to state in their report, and to mislead no one by extravagant speculations...

It is a proposition now well settled by actual facts, that every improvement in the mode of transportation in a country, facilitating and cheapening the carriage of products to market...

But this proposition is more particularly true of a cotton growing country, which has a large, cumbersome, and in proportion to bulk, a light article, to carry to market...

Turning from the land owners, the question to the planters and farmers trading to Camden, will be, what value is such a road to us?

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For the Camden Journal.

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A SUBSCRIBER.

Plank Road from Camden to Monroe, N. C.

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On the present road, he founders or cripples a horse, or so uses him up, as to unfit him for service for some time...

As an example, take a planter, thirty miles from Camden, with 50 bales cotton to carry to market.

On the present road he would make eight trips—of one day and a half to get to Camden, half day to sell, and one day to return home...

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All other producers for market are equally benefited. In truth the facility and certainty of getting to market by a plank road...

The next enquiry is what would be the cost of building this road.

Here we have facts again to guide our judgment. The Fayetteville and Western Road, as far as laid down, including the expense of crossing a creek with a bridge, and the building the necessary toll-houses, cost \$1465 per mile...

The cost of grading, judging again from North Carolina experience, will amount to \$150 per mile—equal to \$3,750, say \$10,000.

We may fairly calculate that the owners of the lands through which the road runs, will be willing to grade the road and take the value in stock, which would leave only \$114,000 in money to be raised...

The next enquiry will be, independent of, and in addition to, the general benefit to the country by building this road, will it support itself and pay a fair dividend?

To solve this question, it is necessary to know the present trade from the country through which the road will run, to Camden.

To get at these facts, one of this Committee has personally applied to every merchant in Camden, and ascertained from their books the precise number of wagons which brought loads to this place for trade—from 1st September 1849, to 31st August 1850, one year.

In this investigation, the following facts are derived. The country above Camden sent to that place in one year up to 31st August 1850, 20,700 bales of cotton, (known now to have been a short crop) in 3,450 wagons at 6-bales to wagon, and other produce generally in 1150 wagons.

Taking these data, we make the following calculation:

Table with columns for INCOME and ANNUAL EXPENSES. INCOME includes 20,700 bales cotton, 725 cotton wagons, 1000 cotton wagons, 1150 wagons general produce, etc. ANNUAL EXPENSES includes President, Treasurer, Three Gate keepers, Interest at 6 per cent, For repairs and accumulation.

In the foregoing calculation, there are, necessarily, some items open to conjecture; and as the truth may be below what is estimated at, so it may be above the estimate, to-wit: The increase of wagons on the road is put down at 250—we believe that it will be very much larger, and of course thereby increase the income.

The wood wagons to Camden are put down at 1000; there is every reason to believe that they will be nearer three thousand.

If to this be added, the probability, derived from the experience of other companies, that four horse-wagons will be discontinued in use, after trial on the road, and two horse wagons substituted, then a very much larger income would be derived by the Company.

On the other hand we ought probably to add one thousand dollars, contingencies, in putting the road into operation.

We submit this calculation as one made up with entire candor, and believe that it may be relied on.

The Committee submit that there is nothing in this calculation to deter any one from going into the Company; but, on the contrary, much to cheer and encourage us in the belief that the enterprise is practicable—within the easy means of the country to accomplish, without embarrassment—that it will pay a reasonable profit—and that it will be of immense advantage to the country.

It is believed that the citizens of Camden are fully sensible of the advantages of this road to the Town. It is apparent that the causes which would induce Camden to contribute to build this road, are different from those which would impel persons who send their products to that market.

Camden desires to trade with her neighbors and friends, who have marketable products. But those friends have other markets at which they can sell, than Camden; then that Town must afford facilities to that trade, or it will leave the town and go else-where.

In plain terms, look at your position. Columbia has stretched forth her grasping hand to Charlotte, to snatch from Camden that trade which benefits not her, but whose loss injures Camden.

This Railroad dries the sources of the trade of Camden. Dry them up entirely—withdraw the trade of one-half of the country now trading to Camden from her markets, and what becomes of her commerce? Dwindled down and fled from her; and with it, necessarily, the population, and all the advantages which flow from that source.

Without some effort made by Camden, the trade from Union county, lower Mecklenburg, and upper Lancaster, must go to Charlotte. We say must, because it is a well ascertained fact, that the facilities of the Rail Road will draw all trade to it within twenty miles, unless prevented by conterminating causes.

A large part of middle Lancaster, the River and Waxhaw, by crossing the Catawba river, can reach the Rail Road to Charlotte by as short a route as the road to Camden—no doubt this trade will go where it is the interest of the people to carry it.

It is plainly then, to the advantage of Camden to make it the interest of this trade to seek her market—and that is to be done by giving it facilities—this plank road now pro-

sents the only opportunity of affording these facilities.

But drive off this trade by omitting these helps, and how does your Town stand? Deprived of one half its trade? Every merchant, every owner of real Estate, every mechanic in Camden, can answer for himself, whether the destruction of one half the trade of the Town will injure his business or his property.

We should insult their understandings by arguing so plain a proposition.

The incidental advantages to Camden would be great. Many articles would come to that market, which now cannot be brought, because of the distance and time necessary for transportation.

Can it be doubted that a large trade in the lesser products of the soil, and poultry, eggs and so forth, would be advantageous to the town? would be profitable, both to the producer and the market which exchanges for them? The day has gone by to doubt that proposition.

It is known to the citizens of Camden, that fire wood is getting scarce near the Town—that even now pine is resorted to for want of other wood.

On the plank road, a team hauling a double load in a shorter time than on the ordinary road, would induce fire wood to be brought to market from a much farther distance, than can now be done—no doubt that it would be hauled from 10 to 12 miles distance on that road.

The reduction in the price of wood would be felt and acknowledged by every housekeeper in Camden.

But it is objected, from a very sensible source, that every facility put into the hands of an up-country merchant strengthens him as a competitor, and when goods can be bought at a man's own door, who lives between Lancaster and Charlotte, as cheap as they can be bought in Camden, will such a man buy in Camden, the more especially as he would buy for cash in Camden, but on credit of one year at home?

This argument wears the appearance of strength and truth, and therefore it is worth while to examine it.

It is not correct to say that the up-country merchant can sell as cheaply as is done in Camden—because that merchant must pay additional expenses in getting his stock to his store house; but even if the fact was so, that the goods can be bought as cheap up the country as in Camden, the man who brings his cotton to Camden would purchase there in preference, upon the common feeling and principle that anything bought away from home is better than that which can be had at home—also, because it would save him a ride of some miles to go to the store—also, because people will think, in spite of facts, that the merchant at home charges too much—also, because of the common weakness of human nature, to buy things abroad, which one would not think of buying at home.

As to the part of the objection relating to the purchasing upon credit or cash, it is a matter of daily experience that any one who can get credit at home in the up-country, can get it in Camden.

The objection has the show of reason, but certainly not the substance.

But we conclude, respecting Camden, with the proposition that the citizens of that Town are alive to their own interest, and as intelligent men, will protect that interest.

We would ask them to consider one other idea, to-wit: if only one half the cotton goes down your Railroad which now goes down, (being withdrawn to the Charlotte Railroad), and only one half the goods and merchandise come up the Road which now do, (being forwarded by the Road to Charlotte) and much of travel by passengers being transferred to the Charlotte Road, will that Branch pay a profit? If not, will it be to the interest of the South Carolina Railroad Company to continue a Branch in operation which fails to pay a profit, upon the money invested in it, and thus becomes a burden upon their income from the other parts of the Road?

Upon the whole subject, the Committee are of the opinion that this class of Roads is exactly adapted to the wants and habits of our people; and do violence to what they have been accustomed to. Our people are used to carrying their own crops to market, and prefer to do so—they prefer to sell their own produce and buy their own supplies, upon the common sense opinion, that they can do this better for themselves than any one can do it for them; and being freed from the uncertainties of time and accident, these roads would be used more extensively than the ordinary roads—many would travel on them who would not travel the ordinary roads—they will promote travel and intercourse.

We understand that, the Fayetteville and Western road has even exceeded the expectations of its friends in North Carolina since the Report of the President in April last, and gives the promise of great usefulness to the country, and fair profits, with universal satisfaction.

JNO. M. DESAUSURE, C. J. SHANNON, JAMES J. WILLIAMS, THOMAS W. HUEY, Committee.

THE HEALTH OF THE VICE PRESIDENT.—From passengers per the Black Warrior, who left Matanzas a few days since, we learn that the situation of Mr. King was considered as almost hopeless; he was falling very fast and unless a speedy improvement was manifested, he must sink under his disease.

Still it is his intention (if his life should be prolonged) to return home and proposed leaving Matanzas for Mobile on the 6th inst, in the U. S. steamer Fulton, Lieut. Murray Commanding. Alterations were made in the accommodations of that steamer which add much to his comfort.

On the 25th ult, the oath of office was administered to him by Judge Sharkey, U. S. Consul at Havana, in presence of a number of friends and relatives—he was so extremely weak at the time of the ceremony as to be incapable of standing without support.

POLICY OF SANTA ANNA.—In a conversation at Carthagen, immediately before his recall, Santa Anna expressed considerable solicitude as to the future relations between Mexico and the United States.

At the time dispatches were placed in his hands announcing his recall, these exciting topics were resumed. The General grew warm, and expressed himself in his usual clear and decided manner.

He spoke of the ingratitude of the Mexican people towards himself and dwelt long upon the position of the United States especially in reference to the Teban-tepeo route, in which matter the interlocutor thought Mexico must yield.

At the close of the conversation Santa Anna expressed himself thus pointedly: "Return in the next packet, and in giving an