From the Lanonster Ledger, Extra, April 7. Glorious News!!

Lancaster Red. emed ! Regenerated !! Disen-thralled ! ! the Railroad Charter Secured !! To day has been a great and gala day for the people of Lancaster District, it being the last day for receiving subscriptions to the stock for the Road, an enthusiastic meeting was held in the Court House, when all seemed to feel that it was the last day of grace-that the Rail Road Charter mu t he secured to day-that it must be either a Rail Road to-day or never; and, under this state of feeling, all went heartily to work, and in good earnest, adopting the motto of General Taylor, at the battle of Buena Vista, Lancaster District, 'never surrenders.' We fought hard and fought a good fight, fighting under the solemn belief, that the result of the battle would be to us either life or deathvictory or defeat, and well does the sequel tell, that we came out of the contest victorious-Large subscriptions of stock to the road were received, and not knowing, precisely what amount of stock had been subscribed at other

places where the Books were opened, and in order to secure the charter beyond all doubt, the following gentlemen, resolving in their own minds that there should be no failure, stepped forward and nobly did their duty, by subscribing the ballance of the stock necessary to secure the charter, including what is subscribed at other places. Their names are as follows: T. K. Cureton, Dixon Barnes, Thomas W.

Huey, M. P. Crawford, S. B. Massey, J. P. Crockett, H. B. Price, George McC. Wither-spoon, R. L. Crawford, J. H. Witherspoon, Wm. Stevens, Jos. A. Cunningham, J. B. Cousart, James Robinson, R. H. Crockett, Jones Crockett, J. A Hasseltine, J. E. Cureton, J. E. Adams, and S. B. Emmons.

Then let us all exclaim, with hearts full of joy and rejoicing hail! all hail! to the noble Spartan Band, who have so nobly come forward to the rescue of the road, and thereby saved the Charter.

The Commissioners appointed at Laneaster Court House, under the Charter, to incorporate the Laucaster Rail Road Company, are requested to meet at Lancaster Court House, on the first Monday in May next with a view of appointing the time for a general meeting of the Stockholders, to organize the company. The Spartan Band, are also requested to meet at the same time and place.

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MEMPHIS CONVENTION .- Among the bjects contemplated by the Southern Convention, which is to assemble at Memphis on the first Monday in June, are the following : The establishment of a continental depot of cotton, in opposition to Liverpool.

The direct exportation cf cotton by the planter, thus doing away with middle men, middle warehouses, middle commissioners, middle insurances, and all that interminable medium which eats up our substance and concentrates our exports at Liverpool.

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

To establish through railroad alliance 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 ; or to settle on our fertile lands. To stimulate manufactures and general in

dustry. To educate our children at home, to spend

our wealth at home. To aim at commercial and industrial inde-

pendence.

Che Camden Weekly Journal.

Tuesday, April 12, 1853.

THO. J. WARREN, Editor.

Our Court Adjourned on Saturday last. No case of special inerest, except that of the State vs. Capt. L. W. R. Blair. indicted as an accessory to the killing of Mrs. Jane D. Young, on the 11th of February last. The case was commenced on Wednesday and occupied two days. It was conducted by Mr. Solicitor Fair and ably argued by Cols. A. P. Aldrich and B. F. Hunt, on the part of the State. The defence was conducted with great ability by Hon. J. L. Pettigru, Hon. F. I. Moses and Hon, James Chesnut. The Jury after a long charge from his Honor retired for about two hours and returned with a verdict of Not Guilty.

The attendance upon Court this term was unusually.

Lancaster Rail Road.

large.

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. It now becomes a question whether the project of building a Plank Road from Camden to the North Caroling line should not be abandoued for the present, and our citizens unite with those of Lancaster in the immediate construction of the Railroad. We will give our opinion on the subject in our next.

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, we have no doubt, and as he imports directly from Europe he can sell as cheap as any one in the State. Those of our friends risiting Columbia would do well to give him a call.

Professor Miles' 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. The reputation of the author for his learning and ability is a sufficient guarantee of its worth.

Senator Butler

Will please accept our thanks for his kind attention n 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, and observe honestly its requirements, who will not experience abundant benefit in this particular. "Greater is he that ruleth his spirit than he that taketh a city."-These are words of immense truth and force, requiring really more woral courage and firmness than is frequently supposed. The taking of a city is an act requiring skill to be sure, but oftener mere physical force. Courage and energy may accomplish it easily, and at the same time be the very instruments of ministering to personal vanity and gratification. An Alexander might conquer the world, and yet be a slave to his own passions and appetite. He is only a free man in the full sense of the word, who can rule his spirit. This requires more true moral courage, firmness and self-sacrifice, than great military chieftains are commonly found to possess. Unfortunately our bravest men are often the soonest slain; and alas! too often the noblest spirits are the first to be humbled in the dust. Appetite is a cruel tyrant, and he is not a freeman who is led captive at its will. He that ruleth his spirit must so discipline his mind, as almost by intuition to discard every sentiment and feeling therefrom of doubtful propriety or of a hurtful tendency. By the term, "He that ruleth his spirit," we understand is meant a perfect control over self, and a subduing of the inner man under complete mental discipline, which

Spring has Come.

How delightful is the Spring Soason, when nature ssumes her wonted cheerfulness, having disrobed herself of Winter's grey suit, putting on the variegated colors of the season. With birds and flowers all seem bright and joyous. The soul which cannot feel the charms of Spring must indeed be cold and unhappy .-We look forward with joyful anticipations to this delightful season, and may well exclaim-

"Come, gentle spring, ethereal mildness, come, And from the bosom of yon dropping cloud, While music wakes around, veiled in a shower Of shadowing roses, on our plains descend."

There is a melancholy pleasure in contemplating the changes of the seasons, and how aptly do they illus trate the changes in human life. Spring may well be called the bright and joyous days of childhood-Summer the full bloom of life-and Autumn its sober and sedate time of reflection-Winter the stern season of declining years. All of these have a deep and significant meaning. We have the spring, the soft season of our youth. With buoyant hopes and joyous hearts, we gladly welcome its approach; but oh to how many does this season have but few charms ? The spring time of the heart with them is gone, and all is but one unchanging Winter. Then may we not minister to such whilst our cup may be full, are we to have no thought for others around us? Yea let us think that our time to mourn may soon come, and we shall need the sympathetic tear, and that it is not always Spring. Spring will soon pass away, and let its record secure for us an inheritance in that better land where Spring eternal and never changing Spring abides. Our ideas of happiness cannot be very correct if we confine them to earth, for

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

Messrs. Cammon & Co., of New-York, lave take the North-Carolina loan of \$500,000 in coupon bonds for thirty years, at 6 per cent. Their bid was \$105.02. he best for the whole amount, the other bids to the amount of two millions, varying from \$95 to \$110. These bonds were issued in aid of the Central Rail Road, and are specially exempted from taxation.

THE RAILROAD CROSSING .- Yesterday, for the first time, the passenger trains of the South Carolina Railroad passed over the Savannah river and delivered the passengers and mails in this city. It had been announced in the morning that an extra train would leave Charleston. bringing a large number of Charlestonlans and Carolinians, which, together with the novelty of the thing, drew out quite a large concourse of our citizens to witness the arrival of the two trains. They came over in quiet, handsome style, and were greeted with a shout, which was cordially responded to by those within the cars. There having been no previous arrangement, there was no ceremony; and the visitors (there

were about two hundred) descended from the cars and quietly wonded their way to the Hotels.

affords us to welcome, most cordially welcome our visitors, and to express the earnesst and sincere hope that their visit may contribute or rail road has been built in America; the same much, very much, to cement still more closely the interests of the two cities and States, and to cultivate more intimate personal and commercial relations between the people.-Augusta Chronicle.

EARLY VEGETABLES .- We have received from Henry Lyons, Esq., specimens of the cucumber family, which are very fine. One is new kind to us-the Sion House, we think its name is. It is over a foot long, and appears to be a fine variety. The other is the green frame cucumber, well growu. Mr. L. is hard will naturally regulate all our words and actions, and to beat in garden products, whether as to time or excellence of their varieties. We doubt it there are any private gardens in the Southern country to equal his, either in tasteful arrangement, floral display, or the extensive assortment and rarity of his fruits. - South Carolinian.

For the Camden Journal.

MR. EDITOR :- I enclose you the Report of a Here we have facts again to guide our judg Committee appointed by a Convention assemment. The Fayetteville and Western Road. bled at Lancaster C. H., in September 1850, to as far as laid down, including the expense of promote the construction of a Plank Road from Camden to Monroe, in N. C. This valuable crossing a creek with a bridge, and the build document was prepared in January 1851, was ing the necessary toll-houses, cost \$1465 per mile, according to the Report of the President lost in the mail, and only recovered in April, 1852. For this reason it was never laid before made in April last. But we do not regard this the public. I trust, now that the necessity is as a safe fact for us to rely on, because we find upon us, that you will publish it in your next labor and material to be cheaper in North Capaper. At some subsequent time, another chaprolina than with us; for instance, that company obtained their plank at sixty-seven cents ter may be added to the history of Plank Roads, and the progress of decline and decay in our per hundred feet, and the stringers, (or timber on which the plank lays) at thirty-one cents Town within the two years which have clapsed per hundred feet, delivered along the line of since the date of the Report.

A SUBSCRIBER.

Plank Road from Camden to Monroe, N. C. FEBRUARY, 1851.

The Committee appointed by the meeting o citizens of Union county, Lancaster and Ker-shaw Districts, held at Lancaster Court House in September last, to report an address to the country interested in this proposed Plank Road, now beg leave to perform that duty.

The improvement of a country by these roads is of quite a modern origin, and it is fortunate for the country now proposing to build one, that we have the light of experience before us, afforded by the works of other companies. From their operations, we may learn the actual facts. cost of building, expense of repairs and working the road, and the profits to be derived.

lands through which the road runs, will be The Committee desire to be entirely candid it willing to grade the road and take the value the facts which they intend to state in their re in stock, which would leave only \$114,000 in port, and to mislead no one by extravagant specmoney to be raised ; and that 100 men in Kerulations, figures of speech or strained facts. With shaw, 100 men in Lancaster, 30 men in Union this view they will exclude from the computaaud 20 men in Lower Mecklenburg, at 460 tion which will be submitted-the amount of each, can readily accomplish. travelling done on some of the roads built in the Northern country, particularly New York; beand in addition to, the general benefit to the cause the amount of travel done on some of these roads, never has been done in the Southern country : for instance, over a short road in New-York. 80,000 two horse wagons passed in one year. No interior town in the Southern country can have that number of wagons to arrive at it in one year. From all the facts before the country, it would be extravagant to suppose that over 50,-000 two horse wagons could arrive at the largest of our interior towns, to-wit : Columbia, Augus

ta, Macon, Columbus, or Montgomery. 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, adds to the value of that country, and enhances the value of land along the line of such improvement in the first place, and the remoter situated lands ultimately. This result alone would be sufficient to pay the cost of building our road. But this proposition is more particularly true of a cotton growing country, which has a large, cumbrous, and in proportion to bulk, a light article, to carry to market; involving the loss of much time from the farm, of horse power and We cannot deny ourselves the pleasure it drivers, and the wear and tear of wagons and gears. This result, adding to the value of the lands, has arisen in every country where a canal reason will operate in the case of Plank roads.

and the result must be the same. Taking this point as settled, then every owner of land along the line of the proposed road ought to lend his aid to it.

Turning from the land owners, the question o the planters and farmers trading to Camden, vill be, what value is such a road to us? The road from Camden to Monroe, sixty-five niles, consists of a very heavy sand for first ten miles-almost a dead level-equally bad in wet and dry weather, and very severe on teams accustomed to clay lands. The rest of the road mainly consists of a heavy tenacious clay, parrt House above Lancester pieces of hard good road, and some beds of sand. This clay in wet winter weather, makes a road that is very dreadful to travel through, wearing out horse power, and wagons, and gears, and consuming much time, and sometimes becomes almost impassable. In March and April 1850, all travel on it ceased, because of the impossiceased to bring their produce to market till after The Plank road is safe and good at all times and saves this waste of time, means and money. It will save time to the planter. On the pre sent roads, he hauls six bales of cotton to market with four horses; on the plank road, he would alone of one-half his labor. On the present road, he would make 15 to 20 miles a day, according to the state of the road-on the plank road, he could make 30 miles a day, steadily and without failure-a saving of one-third in time. On the present road, he founders or cripples a horse, or so uses him up, as to unfit him for SENATOR BUTLER .- Among the speeches service for some time; on the plank road, his it would be a mere trifle. The calculation allowed from experience with the same animal power. The plank road the experience of the Fayetteville and Wesin North Carolina, according to the Report of their President, as well as from other companies. 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-three days; then he looses twenof tools, with a quantity of materials, &c., ty-four days hauling to market. On the plauk injures Camden. This Railroad taps the sourroad, with the same team, four horses, he would make four trips, of two days eachequal to eight days; then between the two roads there is the saving of sixteen days of kets, and what becomes of her commerce? wagon and team, driver and boy. This, at the Dwindled down and fled from her; and with low rate of two dollars and a half per day, is it, necessarily, the population, and all the adequal to forty dollars; and he would have paid vantages which flow from that source. Toll on the road, at three cents per mile, seven dollars twenty cents.

The next enquiry is what would be the cost | sents the only opportunity of affording these of building this road. facilities.

But drive off this trade by omitting these elps, and how does your Yown stand? Deprived of one half its trade? Every merchant, every owner of real Estate, every mechanic in Caniden, 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 also 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 road. We know that the plank and stringers 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 doubtand upon such data, we calculate that the cost that proposition.

It is known to the citizens of Camden, that fire wood is getting scarce near the Townthat 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 dis-

tance, 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 anup 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 merchants 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 any thing bought away from home is better than that which can be had at homealso, 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 *liome* 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 \$2,827.50 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 975.00 certainly not the substance. 200.00

But we conclude, respecting Camden, with 300.00 the proposition that the citizens of that Town are alive to their own interest, and, as intelli-\$11,017.50 gent 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 -9.390 one half the goods and merchandize come up the Road which now do, (heing forwarded by \$1,627.50 the Road to. Charlotte) and much of travel by passengers being transferred to the Charlotte

Road, will that Branch pay a profit? If not,

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. From.

mile.

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.

will cost more in South Carolina, and therefore

we make our calculations upon the prices in

South Carolina of such lumber, and of labor;

of the road will be about nineteen hundred dol-

lars per mile, which, at sixty-five miles, will

make the whole cost, including toll-house and

all fixtures, to be one hundred and twenty-

three thousand five hundred dollars, say \$124,

000. We do not believe that under any pro-per management, the road can cost \$2000 per

The cost of grading, judging again from

North Carolina experience, will amount to \$150 per mile-equal to \$9,750, say \$10,000.

We may fairly calculate that the owners of the

The next enquiry will be, independent

Taking these data, we make the following calculation :

INCOME.

20,700 bales cotton, at 12 bales instead of six, to load, gives 1725 cotton wagons. 725 cotton wagons, the whole way 65 miles

and return, at 3 cents per mile, is 1000 cotton wagons, half distance and re-1.980.00 turn, at same, 1150 wagons, general produce, 65 miles and return at 3 cents, Increase to be expected, 250 wagons 65 4.485.00

miles and return, Stage,

Pleasure carriages 100, average \$3, Wood wagons from Camden 1000 at 25cts,

ANNUAL EXPENSES. President, \$1,000 Treasurer, Three Gate keepers at \$150, Interest at 6 per cent. on cost (\$124,-450

7.440-000.

For repairs and accumulation

In the foregoing calculation, there are, neces sarily, some items open to conjecture; and as the truth may be below what it 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.

MELANCHOLY ACCIDENT. -- Yesterday morning, a young man by the name of Thos. Scarborough, (says the Augusta Constitutionalist, of the 7th.) was shot by the accidental discharge of a revolver in the hands of his younger brother. They were examining the pistol, one of which they did not believe to be loaded. They placed caps on the tubes, and were exploding them when the pistol was discharged. The ball entered the breast on the right side, about one inch from the nipple, ranging across the breast ; but the precise location of the ball could not be ascertained, because of the patient not being able to stand the necessary manipulations. We understand his life is despaired of. This is but one of many accidents occurring from the careless handling of firearms, and should be a warning to persons never to hold the muzzle of any firearm towards any one under any circumstances whatever.

WHOLESALE DESTRUCTION OF LETTERS .-On Wednesday last seven hundred bushels, or about one million, of dead letters were destroyed, in accordance with the usage of the Post Office Department. They were carted to Monument Square, and spread over a line of two or three hundred feet when the match was applied. The entire mass of combustible material was soon in a blaze, and several hours elapsed before the conflagration was completed: the official attendants meanwhile raking the burning fragments to facilitate operations. The atmosphere for thousands of feet around was filled with charred fragments. A large number of persons witnessed the proceedings with much interest. - Washington Republic.

MAJOR PERRY .-- This gentleman amuses his leisure moments in Court at the city of Washington in fabricating ridiculous comparisons for South Carolina "secessionists. A crazy man comes into Court and announces that the Union is dissolved, and for this intrusion he was properly sent to prison. "See there," says the Major, "there goes a secessionist, and straightway writes this ridiculous absurdity to the Patriot. Every drunkard thinks himself the only sober man in a crowd, and every inmate of Bedlam believes the world gone mad. May not this be the Major's predicament ?

We should not be surprised if he sues out a writ de lunatico inquirendo against South Carolina before he leaves Washington. Dr. Gardiner; the Dentist, may probably furnish him with the necessary certificates .- Black River Watchman.

Sir Walter Raleigh was the first discoverer of the value of the Potatoe as a food for man. One day he ordered a lot of dry weeds to be collected and burnt. Among these was a lot of dried potatoes. After the bonfire, these potatoes were picked up thoroughly roasted .-Sir Walter tasted and pronounced them delicious. By this accident was discovered a species food which has saved millions of the ing last. baman race from starvation.

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

direct them into a proper ch quire great worldly fame-yea, by his extraordinary military skill take even a city, with as much ease as ever Napoleon Bonaparte did-and yet that very man may be an obedient subject to some gross passion which enslaves every faculty and sentiment of his moral parts: yes, the willing captive to some unholy appetite which eventually proves his final and eternal ruin. Is such a man great in the complete sense of the word? Nav verily! though he may have taken a city! Is such a man free? We think not-

"He is the freeman whom the truth makes free," And all are slaves besides."

Then he is "greater who ruleth his spirit than he who taketh a city." The sense then in which this proverb is to be literally received is, the good alone are greatthat

"Virtue is the strength and beauty of the soul ;" and more to be admired and sought after than all man's boasted egotistic glory, which is at best but a vapour that appeareth but for a moment, and then vanisheth

awav. To bear and forbear, requires greater strength of in tellectual capacity than the mass of thinking humanity are apt to imagine. If we could always keep one truth in view-that we are the same frail being that our erring brother is-then would charity have its perfect work upon our hearts, but unfortunately

"All men think all men mortal but themselves;" and hence the great difficulty in properly appreciating the sentiment of the poet :

"To err is human, to forgive divine."

SANTA ANNA.-General Santa Anna, accompanies by his wife and daughter, and a large suite of Mexican officials passed through Havana on the 28th ult, on board the British steamer Avon, on their way to Vera Cruz It is believed that on his return to Mexico, he intends to reduce the republic to a dependency on the Spanish Crown. The future movements of that wily politician will be watched with much interest here, as well as in Mexico.

DARLINGTON .- At an election for Intendant and Wardens of the Town of Darlington, held on Monday 4th inst., the following gentlemen were elected: INTENDANT .- Dr. T. J. Flinn. WARDENS .- Rev. L. DuPre, Dr. R. L. Hart, Col. E. W. Charles, Maj. J. A. Dargan.

The Marion Star informs us that Judge Frost has had a hard week's work in the session side of the Court there, and not being able to reach the issue docket, has ordered an extra Court. An extra Court will also be ordered for Parlington-the time not yet fixed.

The Washington Union says that the paymentsmade out of the secret service money of the Treasury, for the secret inspection of customs, have been arrested by Secretary Guthrie, as an improper and wasteful appropriation of the public funds.

AN ESCAPE .- William E. Murphy, who was sentenced to one year's imprisonment and confined in the jail at Barnwell C. H., for being engaged in the killing of McDonald, broke jail and escaped on Tuesday even-

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

JUDGE WITHERS AND THE GRAND JURY .-Mr. Elford, the Junior Editor of the Greenville bility of getting along on it at all; and farmers Patriot, writing from Anderson C. H., says that the charge of Judge Withers to the Grand they had pitched the crop of 1850. Jury, at the opening of the Court at that place. was the most concise, yet comprehensive exposition of the functions and duties of Grand Jurors that he has ever heard. Whilst speak. ing of the discretion with which they were clothed in acting upon the bills of indictment haul the same load with two horses-a saving submitted for their consideration, he said that where an abusive fellow receives a good thump for using language calculated to insult an unoffending man, he gets exactly what he deserves, and the Grand Jury would do right in such a case to find " No bill.""

which the recent discussion brought forth in animals are always in good condition, and ra the Senate on the Monroe doctrine, was that of ther improve than fall off, on the road. The our Senator, Mr. Butler, defending the faith of wear and tear of wagons and teams on the treaties. Its language was that of conserva. present road is very heavy -on the plank road tism against the new fangled doctrines that would supersede the good old faith of the fathers of onr political church from the heresics of is, that three days in ten is saved in hauling Young America. It is refreshing to fall back to market on a plank road, double the load on the sound and healthy opinions of those who tread as Senatorial councillors in the path increases the certainty of getting to market, of honor and good faith in our international re- and without accident, and so is equal to an inlations. While the senate contains the exposi- surance. These are "fixed facts," derived from tors and defenders of these opinions, we need not fear the predominance and undue influence tern Plank Road Company, now in operation in that body of the manifest destiny partizans and advocates .- Evening News.

FIRE .- At about a quarter before eleven o'clock last night, a fire broke out in the carpenters shop of Wm. Jones, situated on the nothwest corner of Lynch and Beaufain streets. and although our fire department were promptly in attendance the building and the entire stock were destroyed. How the fire originated, or whether the building and property therein were insured, we have been unable to ascertain.

We regret to learn that after the Vigilant Fire Engine Company had put their engine up, one of its members, Mr. J. A. Dennis lost his life at Baker's Exchange, whither the Company had repaired to obtain some refreshments. from incauriously stepping back in the room and falling through the window, which was open, into the street. His death, we are informed, was instantaneous .- Charleston Courier.

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-One proposition is, that each State appoint some man, to represent her in making the arrangements; and that this Committee have an issue the call.

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, to part of middle Lancaster, the River and Waxaid in the building this road.

of getting to market by a plank road, would early meeting in New York, to fix the time and cannot and do not come at all, because they to seek her, market—and that is to be done by thus pointedly : will not bear the expense of transportation.

The wood wagons to Cainden 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 u 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 go ing into the Company ; but, on the contrary much to cheer and encourage us in the belief that the enterprize 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 facitities to that trade, or it will leave the town and go else vhere.

In plain terms, look at your position. Co lumbia has stretched forth her grasping hand to Charlotte, to snatch from Camden that trade which benefits not her, but whose loss ces of the trade of Camden. Dry them up entirely-withdraw the trade of one half of the country now trading to Camden from her mar-

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 less prevented by conteracting causes. A large haw, by crossing the Catawba river, can reach All other producers for market are equally the Rail Road to Charlotte by as short a route induce and justify the bringing to market many carry it. It is plainly then to the advantage giving it facilities-this plank road now pre-

will it be to the interest of the South Carolina Railroad Company to continue a Branch in op-eration 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 no violence to what they have been accustomed to. Our people are used to carry 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. DESAUSSURE. C. J. SHANNON. JAMES J. WILLIAMS. THOMAS W. HUEY, Committee.

THE HEALTH OF THE VICE PRESIDST-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 failing 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 being made in the accommodations of that steamer which add much to his comfort. On the 25th ult. the oath of office was administrated 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 the time of the ceremony as to be. incapable of standing without support.

POLICY OF SANTA ANNA .- In a conversation

at Carthagena, immediately before his recall, Santa Anna expressed considerable solicitude as to the future relations between Mexico and the United States. At the time depatches were placed in his hands announcing his recall, these draw all trade to it within twenty miles, un. exciting topics were resumed. The General grew warm, and expressed bimself 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 Unibenefitted. In truth the facility and certainty as the road to Camden-no doubt this trade ted States especially in reference to the Tehaunwill go where it is the interest of the people to tepeo route, in which matter the interlocutor thought Mexico must yield. At the close of of the smaller products of the farm, which now of Camden to make it the interest of this trade the conversation Santa Anna expressed himself

"Return in the next packet, and in giving an