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(PAYABLE IN ADVANCE.)

VOLUME 4---NO. 51.

ABBEVILLE C. H., SOUTH CAROLINA, FRIDAY MORNING, APRIL 24, 1857.

WHOLE NUMBER 207

RATES OF ADVERTISING.

The Proprietors of the Abbeville *Press* and *Independent Press*, have established the following rates of Advertising to be charged in both papers:

Every Advertisement inserted for a less time than three months, will be charged by the insertion at **One Dollar per Square**, (14 lines—the space of 12 solid lines or less,) for the first insertion, and **Fifty Cents** for each subsequent insertion.

The Commissioner's, Sheriff's, Clerk's and Ordinary's Advertisements will be inserted in both papers, each charging half price.

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4 squares 9 months	30 00
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5 squares 3 months	20 00
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DAVIS & CREWS,

For Printer;

LEE & WILSON,

For Press.

MISCELLANY.

Greenville and Columbia Railroad.

PRESIDENT'S REPORT.

To the Stockholders of the Greenville and Columbia Railroad Company:

The President and Directors submit the following Report of the affairs of the Company for the year ending the 31st December, 1856.

The Tabular statements of the Auditor and Treasurer will give you a full and minute account of the finances of the Company.

From Table No. 4, it will appear that the income for the year amounted to

\$307,808 80

The income for 1855 was 279,012 56

Showing an increase of 58,796 24

From Table No. 3, it will be seen that the current expenses for the year 1856, (not including the extraordinary expenses) were

\$195,970 50

The expenses for 1855 were 181,732 60

Increase in expenses 14,234 90

Deducted from increase of income leaves 14,561 34

as net increase upon the year's business.

The increase in the expenses was occasioned by necessity arising in maintenance of way, chiefly by the rapid decay of ties.

Table No. 1, is an exhibit of the liabilities, property and assets of the Company, as they stood on the first of January last.

The value of the road in this statement is set down at its cost, and the whole assets is there given at \$2,666,875 88. The property is really worth more than this sum.

In the amount of bills payable is included the debt to the Bank of the State, \$73,500, originally contracted on the faith of the assessment on the State stock, and \$34,219 for work on construction account, a part of which will not be due for twelve months.

If our bonds could have been sold at a fair price, this indebtedness would have been nearly discharged. Of the Bonds ordered to be issued only \$48,500 were sold in the course of the year, leaving on hand \$24,500 unsold. Before the end of February all the pay rolls up to last January had been paid off, and also a large amount of the indebtedness mentioned in the statement.

It is greatly to be regretted that the capital stock of the Company falls short of the cost of the road; the deficiency had to be made up at great loss, and capitalists, who have no common interest with us in the road, are deriving a profit from it. Of the business of 1856, \$307,808 80

There were required for expenses the sum of 195,970 50

Leaving a balance of 111,838 30

which, if the capital had been equal to the cost of the road, could have been divided amongst the stockholders; but instead of that, the interest upon the debt had to be paid, which amounts to about \$75,000 annually, leaving a balance of only \$36,838 30 of annual profits over the combined amounts of expenses and interest. The business and of the present year up to this time has been considerably larger than it was up to the same time last year, so that, it is believed, that all the interest due on the assessment, amounting to about \$30,000, can be paid to the Stockholders in the course of the summer, without embarrassment to the Company.

The Report of the General Superintendent gives a full account of the operations of the road and its machinery. It will be seen that the road is in good condition, and

is well supplied with motive power. The additions and improvements at the workshops will enable the men employed there to work in greater comfort, and it is believed that in a short time all our cars can be made there. Although some accidents involving loss have occurred, yet the running of the trains has been wonderfully successful and should be satisfactory. The officers and operatives in our employment are prompt and faithful in the discharge of duty. The conductors of the Passenger trains and the Engineers, or runners, are deserving of special commendation. The Engineers are skillful, cautious and prudent, and the conductors are accommodating and polite to passengers, and at the same time firm in the discharge of duty. They are men worthy of your confidence, honoring the stations that they fill.

The work of building rock culverts and filling in the trestles, in which we were engaged at the time of your last meeting, has been pressed forward with all the energy which the means of the Company would allow, and a large amount of this work has been done. The sum of \$72,640 76 has been disbursed from the treasury during the year upon this account, including the old and the new, added to the cost of the road. In this way the road has been greatly improved. Thorough and extensive repairs have been made, which will more particularly appear from the Report of the Superintendent. The Board expect to continue this work of construction, and have let out upon contract the building of culverts and filling up of large trestles at Williamston, and of many small ones at other places along the road. A survey has recently been made with a view of changing the location of the road on the west of Saluda River, so as to avoid the crossing of Wilson's Creek. The length of the new line is 4,400 feet, the grading of which will cost less than the building of the two bridges across that stream, which were to be continued the old line, would have to be rebuilt this year. This work will be put under contract as soon as practicable. Most of the Trestles that should be filled up, will be filled in the course of the present year, after which the expenses for maintaining the way will be greatly reduced.

Application was again made to the Legislature of the State at its last sitting for payment of the assessment upon the State stock, which application was rejected. As no reason was assigned for this decision on the part of the Legislature, it cannot be thought strange that we are not satisfied with it. The claim to us seems so well founded that we do not perceive why the State, which desires to give an example of justice in its dealings, did not acknowledge the debt and order it to be paid. An individual stockholder, with precisely the same case as that of the State, could not successfully resist the demand in our judicial tribunals; and the immunity of a sovereign only substitutes self coercion in its case, for the external force which might be applied in the case of a subject. A mere glance at the question will suffice to show the strength of our claim. By the charter of the Company power is given to enlarge the capital as in the progress of the undertaking might be found necessary, either by additional assessment, not to exceed in the whole twenty per cent. on the original shares, or by new subscriptions. The State embarked in this improvement with the individual stockholders, and in the first instance subscribed to the capital stock an amount which when afterwards the road was extended to Abbeville and Greenville, it subscribed the further amount of \$750. In none of these subscriptions did the State exempt itself from the provisions of the charter authorizing the assessment; but on the contrary it subscribed with a full knowledge of the power granted to the Company. The State has received and now holds the Company's scrip for the number of shares above named—it is regularly represented by proxy in the meetings of the Company, and in all respects claims the rights and privileges of the other Stockholders. The Stockholders, at their meeting at Newberry, in January, 1853, to enable the Company to go on with the work exercising the powers given them, assessed all the Stock of the Company to the amount of four dollars per share, or twenty per cent. upon the original shares. The State Stock is common with the individual Stock as equally assessed. No burden is laid upon the State Stock that is not alike assumed by the individual Stockholders. The individual Stockholders have paid up the assessment on their Stock, but the State is still in default. No doubt the individual Stockholders paid reluctantly; they regretted the necessity, but still they paid. To the good faith of the State, which has never yet repudiated an acknowledged obligation, it must be left to examine the grounds upon which it can be believed from its share of the burden assumed by those with whom it is associated. Under the circumstances the assessment was a timely, wise and prudent measure. Without it, it is probable that the enterprise would have failed, and all the stock paid in, both by individuals and the State would in that event have been entirely lost; with it, the road has been pressed forward to completion. Not only is the State Stock saved, but already has the State been profited by the immense wealth imparted to it, by the Road, amounting to more than double the stock paid in. Having shared in its benefits, equity requires that the State should contribute to its common burdens. As Stockholders ourselves, and as representatives of other individual Stockholders, we gratefully acknowledge the liberality of the State towards our Company; but we think that there is with some persons a misapprehension on this subject, which leads them to suppose that this liberality was greater than that shown to other like Companies, and that by it a refusal to pay the assessment is excused. To correct all error upon this subject we will institute a comparison with three out of the many Companies aided by the State, to wit: the

South Carolina Railroad Company, the

Charlotte and South Carolina Railroad Company, and the Spartanburg and Union Railroad Company.

The South Carolina Railroad with its branches is 242 miles long, and besides loans and other aid in a small way rendered in the infancy of the Road, the State afterwards subscribed \$800,000 of Stock, and guaranteed the Bonds of the Company to the amount of \$2,000,000.

The Charlotte and South Carolina Railroad is 108 miles long. The State subscribed to the Capital Stock of this Company \$272,000.

The Spartanburg and Union Railroad is not exceeding 70 miles long, and has a subscription of the State to the amount of \$250,000.

Our road with its branches is 164 miles long, and has a subscription of \$348, 100. If aid were extended to our Company in the same proportions that it has been to the other Companies, we would get with the South Carolina Railroad, stock aid to the amount of \$542, 148, besides a guarantee of bonds; or, with the Charlotte and South Carolina Railroad stock to the amount of \$413, 037; or, with the Spartanburg and Union Railroad stock to the amount of \$385, 714. We have felt it to be our duty to present to you the foregoing statement as to this matter, so that you may understand it in all its bearings; and we are now content to leave it to you to determine what course, if any further, should be taken in regard to it.

The increase in our business, heretofore, is in accordance with the usual growth of business of railroads. When the channel of communication in connection with our road shall be opened up with the north-west, a very heavy and profitable business must necessarily be brought to our road.

The Blue Ridge Railroad, which connects with ours at Anderson, designed to bring to our State the products of that immense and fertile region of country, is a magnificent enterprise, which when completed cannot fail to add largely to the greatness and wealth of our State, as well as the prosperity of our Company. It is hoped and believed that the present embarrassment of that Company will be but temporary, and that very soon its affairs will be put in a better condition than ever before, and that it will go on to rapid completion. It is recommended to you to consider whether it would not be sound policy to extend some aid to this Company, which may be done by carrying materials, or in some other way in which we can serve them, payment to be made to us in stock in their Company. The subject is brought to your attention that you may consider the same and do in the matter whatever you may think right.

Surrounded by difficulties of immense magnitude, arising not only from the ruggedness of the country through which our road is located, but also from a want of capital furnished, but also from a want of public confidence which still lingers around us, reluctant to yield, you have pressed forward this noble enterprise to its present condition of successful operation; and it can no longer be denied that you have a road of no small importance. Including its branches, it is 164 miles long running from the capital of the State through the Districts of Richland, Fairfield, Lexington, Newberry, Edgefield, Abbeville, Anderson, and Greenville. It accommodates a large and prosperous portion of the State. The promptness and regularity with which it has done all the business that has offered, is sufficient evidence to all unprejudiced minds of its ability to do the business of the country. One train a day for passengers, and two freight trains from Columbia to Newberry, per day, as at present arranged, do the business with ease, and could do double as much if afforded. The capacity of the road would not be heavy taxed with twelve trains of freight per day, which could be run with the same ease, regularity and safety, as the present trains are now run. This would involve very little increase of expense in the maintenance of the way. The principle necessary in the expense would be for machinery and train hands, of which would be amply repaid by a business which as could then be done. The idea that this road is not capable of doing the business of the country, even in its most prosperous condition, can be entertained only by those who are inexperienced in railroad management, or profoundly ignorant of the capacity of our road, and who shut their eyes to the light which would otherwise break in upon them from the experience of the past, and the unsurpassed successful operations of our road. Under the old administration of the South Carolina Railroad it was thought that a double track was impossible to the successful operation of that road; but the perfection that has been attained there in the arrangements, under their present sagacious and able General Superintendent, has satisfied the direction that "the Company is fully prepared for a large increase of business, without the aid of an additional track." Why cannot a railroad that is capable of bearing up so heavily freighted train per day in safety, bear up twelve or eleven freight trains in equal safety? The sagacity of man is fully equal to the task of so arranging the trains as to pass twenty trains per day up and down a single track, over such a road as ours, with entire safety; it is often done upon railroads now in use when so many trains are needed. With a knowledge of our road, who will undertake to say where its capacity will be limited? It would now be a gratifying state of things if only one half the amount of business which is capable of doing should be offered to it.

Since your last meeting death has again visited us, removing George Gilmore, one of the first Directors, and an ardent supporter of the road, and our associates, Dr. J. M. Vance, who from his first organization of the Company until his death held a seat on our Board. By these successive dispossessions of Providence the Company has lost faithful

friends, and may well join in the lamentations of the community.

By order of the Board,

THOS. C. FERRIN,

Greenville, March 25, 1856.

Discipline of the Mind.

It is not by mere study, by mere accumulation of knowledge, that you can hope for eminence. Mental discipline, the exercise of the faculties of the mind, the quickening of your apprehension, the strengthening of your memory, the forming of a sound, rapid and discriminating judgment, are of even more importance than the store of learning. Practise the economy of time. Consider time like the faculties of your mind—a precious estate; that every moment of it well applied is put to an exorbitant interest. The zeal of amusement itself, and the successful result of application, depend, in a great measure, upon the economy of time. Estimate also the force of habit. Exercise a constant, and unremitting vigilance of acquirement of habit, in matters that are apparently of indifference—that perhaps are really so, independent of the habits they engender. It is by the neglect of such trifles that bad habits are acquired, and that the mind by total negligence and procrastination in matters of small account but frequent occurrence—matters of which the world takes no notice—becomes accustomed to the same defects in matters of higher importance. By motives yet more urgent, by higher and purer aspirations, by the duty of obedience to the will of God, by the awful account you will have to render, not merely of moral actions, but of faculties entrusted to you for improvement—by all these high arguments do I conjure you "so to number your days unto wisdom," that wisdom which, directing your ambition to the noble end of benefiting mankind, and teaching humble reliance on the merits and on the mercy of your Redeemer, may support you in the "time of your wealth," and in the hour of death, and in the day of judgment," may comfort you with the hope of deliverance.—Sir Robert Peel.

The Federal Court.

Alexander McJee and H. Lee Turston, Esq., have been appointed commissioners of this Court for Greenville district. Mr. Michael D. Dickey has been appointed Deputy Marshal for Greenville. The jurors grand and petit, were drawn in Charleston last week for Greenville. Mr. Dickey will soon have to summon them for the first Monday in August, when the Federal Court sits for Greenville. It is clothed with all the powers of the Circuit Court, as a District Court. All notes due persons living out of the State may be used in this Court, and judgment obtained the first time. Hereafter such notes will be used on in the Federal Court. Next session of Congress, Col. Orr assures us we shall have an appropriation of forty thousand dollars to build a Federal Court House. It passed the Senate last session, but was lost in the confusion of the adjournment. We understand that Judge Magrath intends spending some time in Greenville next summer, for the purpose of organizing and holding his Court. We have no doubt there will be a great deal of business the Court as soon as it gets underway and becomes known to the people. Great honor is due Judge Magrath for his exertions to make the Federal Court useful to the State by extending his jurisdiction to the upper part of South Carolina.

Since writing the above, we have received the list of jurors, grand and petit, for the Federal Court at Greenville. A good many as ten are on the jury drawn for the extra Court ordered by Judge O'Neal for Greenville, which sits at the same time.

Greenville Patriot.

The following touching, simple, and sorrowful memorial of his wife was written by one of the greatest statesmen of England—Sir James Mackintosh—in a private letter to a friend.—"She was a woman," he writes, "who by tender management of my weaknesses, gradually corrected the most pernicious of them. She became prudent from affection; and though of the most generous nature, she was taught fidelity and economy by her love for me. During the most critical period of my life, she preserved order in my affairs. From the care of which she relieved me. She gently reclaimed me from dissipation, she propped my weak and irresolute nature: she urged my indolence to all the exertion that have been useful and creditable to me, and she was perpetually at hand to admonish my heedlessness and improvidence. To her I owe whatever I shall be. In her solicitude for my interests, she never for a moment forgot my character. Her feelings were warm and impetuous, but she was placable, tender, and constant. Such was the woman I have lost; and I have lost her whom a knowledge of her worth had refined my truthful love into friendship before age had deprived it of much of its original ardor. I seek relief, and find it, in the consolatory opinion that a benevolent wisdom inflicts the chastisement, as well as bestows the enjoyment of human life; that this dreary and wretched life is not the whole of man; that he is capable of such proficiency in science and virtue; not like the beasts, that there is a dwelling place prepared for the spirits of the just; that the ways of God will yet be vindicated by man."

The Jewish Passover commenced on the 9th instant. It is in commemoration of the passing over of the Israelites when the first-born of Egypt perished, and of their escape out of Egypt. During the time they eat "mazzot," or unleavened bread, which is made of the finest wheat flour and pure water, kneaded by a wooden leaver, and afterwards rolled out between wooden rollers, and then cut by machinery, without being touched by human hand.

Simplicity of life and manner produces tranquility of mind.

Horace Walpole's Letters.

A new edition of Walpole's Letters, chronologically arranged, is announced by Bentley, of London. Every one has heard of Walpole, the wit, and the gossip-monger, and the following extract from one of his letters, addressed to Mr. Chute, will be read with interest. It is a good specimen of Walpole's badinage:

"Indeed my dear Sir, you certainly did not use to be stupid, and till you give me more substantial proof that you are so, I shall not believe it. As for your temperate diet and milk bringing about such a metamorphosis, I hold it impossible. I have such lamentable proofs every day before my eyes of the supplying qualities of beef, ale, and wine, that I have contracted a most religious veneration for your spiritual nourishment. Only imagine that I here every day see men, who are mountains of roast beef, and only seem just roughly hewn out into the outlines of human form, like the giant rock at Fratino! I shudder when I see them brandish their knives in the act to carve, and look on them as savages that devour one another. I should not stare at all more than I do, if your lordship at the lower end of the table were so sickly, his fork into his neighbor's jolly cheek, and cut a brave slice of brain and fat. Why, I'll swear I see no difference between a country gentleman and a squire; whenever the first laughs, or the latter is cut, there run out just the same streams of gravy! Indeed, the squire does not ask quite so many questions. I have an aunt here, a family piece of goods, an old remnant of inquisitive hospitality and economy, who, to all intents and purposes, is as beefy as her neighbors. She wore me so down yesterday with interrogatories, that I dreamt all night she was at my ear with 'whos,' and 'whys,' and 'whens' and 'wheres' till at last in my very sleep I cried out, 'For God in heaven's sake, madam, ask me no more questions!'"

"Oh! my dear Sir, don't you find that nine parts in ten of the world are of no use but to make you wish yourself with that tent? I am so far from growing used to mankind by living amongst them, but every day grow worse. They tire, fatigue me; I don't know what to do with them; I don't know what to say to them; I fling open the windows and snuff I want air, and when I get to myself, I understand myself and seem to have had people in my pocket, in my plains, and on my shoulders! I indeed find this fatigue worse in the country than in town, because one can avoid it there and have more resources, but it is there too I fear 'tis growing old; but I literally seem to have murdered a man whose name was Ennui, for his ghost is ever before me. They say there is no English word for *ennui*; I think you may translate it most literally by what it is called 'entertaining people,' and 'doing the honors,' that is, you sit an hour with somebody you don't know and don't care for, talk about the wind and the weather, and ask a thousand foolish questions which begin with, 'I think you live a good deal in the country,' or 'I think you don't love this thing or that.' Oh, 'tis dreadful!"

HOW THE AMERICAN DID.—When the vote of censure of the British Ministry for the Chinese war was under discussion, in the House of Commons, Lord Palmerston made a three hour speech, in which he is said to have poured a continuous volley of ridicule, sarcasm and invective in the opposition ranks. He spoke of the action of the American Captain who battered down one of the Chinese forts, of whom he said:

"I have heard of a word and a blow; but he preferred a blow and a word. [Hear hear.] He judged it better in the first place to knock down the offending fort, but for the insult to the American flag, twenty-four hours were given to the Chinese to make the apology, but before that time had elapsed the American Captain, with a shrewd eye, saw something going on in the fort he was lying near, which induced him to think that at the end of the twenty-four hours, the answer, if unfavorable, would find him in position not quite so desirable as the one he then occupied, so he renewed his attack without waiting for the expiration of the time he had fixed. I think, Sir, that the honorable member must, at least, admit that our proceeding was the extreme of forbearance when compared with that of the American. [Hear, hear.]

SAD BEREAVEMENT.—Sunday afternoon witnessed a melancholy cortege in the street of New Orleans. It was a long and sad procession following to the grave the mortal remains of two of the daughters of our esteemed townsman, Dr. William Rushton. They died, one at midnight on Saturday night and the other a few hours later, of that dreadful disease the scarlet fever, and now lie entombed together; one a young wife, who leaves her first infant sick of the same disease; the other a promised bride, whose wedding was to take place within a few days. They were the grace of the best society in N. Orleans, lovely, well-natured, refined and tenderly beloved—but a week ago the centre around which clustered the most joyous hopes of fond hearts for the future; now the tenacious of a common grave watered by passionate tears. The news of this terrible affliction, as soon as announced on Sunday morning, saddened the whole city. We have never witnessed a more profound and universal sensation.—Pleynote.

RETIRED.—Rev. L. M. Pease, of New York, the noted Five Points missionary, has retired from his work in consequence of falling illness, induced by too assiduous devotion to his labors. It is estimated that during the seven years of his mission five thousand children have been reclaimed from vice and vagrancy.

The young man who lost his heart in the peaceful circumstances, has found it again, though hardly managed. The circumstances used it roughly.

The Homestead.

It is not as it used to be

When you and I were young;

Then round each elm and maple tree

The honeysuckles clung;

But still I love the cottage where

I passed my early years,

Though not a single fence is there

That memory endears.

It is not as it used to be,

The moss is on the roof,

And from their nests beneath the eave,

The swallows keep aloof.

The robins—how they used to sing

When you and I were young,

And how did flit the wild bee's wing

The opening flowers among!

It is not now as it used to be!

The voices loved of yore,

And the forms we were wont to see,

We see and hear no more.

No more! Alas, we look in vain

For those to whom we clung,

And love as we can love but once,

When you and I were young.

Chinese Sugar Cane.

G. W. Kendall, of the New Orleans Picayune, thus adds his testimony regarding the value of this product. He is farming no large scale in Texas:

"In October, 1853, I purchased in Paris a small paper of the seed. I do not think there was more than two or three heaping spoonfuls of it, or three at the outside. I brought it with me to New Orleans, and on arriving sent it here to be planted. When I reached this place, early in May last it was just peering above the ground, two rows of it in a ten-acre field, which has been devoted in the main to millet, oats, and a little Indian corn, and four short rows in our garden; the latter was planted last.

"About the 8th of July two rows in the larger field had shot up, headed out and ripened, notwithstanding the drought, and heavy heads were cut for seed. The oats, meanwhile, had come up, the millet was hardly above ground, while the Indian corn was parched and drying up for want of rain. Two or three mornings afterwards, on looking at the field from a hill close by, I noticed that two rows of Sorgho Sucre had entirely disappeared, while rows of Indian corn on the other side were still standing. On close examination, I ascertained that a lot of hogs—hogs are apt to do such things—had broken into the field, and devoured the Chinese sugar cane root and branch; it was cut clean to the ground by the porkers, not a single vestige was left, while, as already stated, the stalks of Indian corn on either side were left standing. I was thankful I had saved the seed, and thought little more of it.

"Some few days after this—perhaps a fortnight—the rows planted in the garden were examined, the heads of seeds found to be ripe, and the greater portion cut and brought to the house, leaving the tall stalks still standing. On cutting down one of the latter, which must have been ten feet high, I found it to be exceedingly heavy, and on tasting the cane it seemed to me to be as full of the saccharine juice as the ordinary sugar cane of Louisiana. At the same time I had two or three imported French merino sheep in my yard, in great want of green fodder, and on cutting the cane in small pieces, I found that they devoured it with the greatest avidity. After this I fed them daily on it for some time, a single stalk far outlasting the other. I also gave some of it to a favorite mare, she ate it even more greedily than the sheep. Some three weeks after the ripe heads of seed were cut I noticed that new heads had shot up from the same stalk; and these new heads blossomed, filled and ripened in September, and were cut and brought to the house. All this time you must recollect we were suffering from the unprecedented drought, and Indian corn and sweet potatoes, water melons, pumpkins, and the like, had died down to the very ground.

"I now became more interested in the Sorgho Sucre than ever, and though I still fed out daily to the merinos and mare left a portion of the stalks standing. Soon new heads were seen shooting out, and these in turn blossomed and ripened as did the first. I kept no account of dates, but think this third crop of seed from the same stalk, if so I may call it, was gathered about the first of October, it might have been during the second week of that month. I planted some of this last seed, by way of experiment—it came up rapidly, looked thrifty, grew up until it was nearly knee high, and was finally cut down by frost in November. A great number of shoots of suckers, which had sprung up from the stalks first planted, were cut down at the same time. The Sorgho Sucre can stand any kind of drought, but the first sharp frost kills it to the ground. And what amount of seed do you think I purchased in Paris? Nearly, if not quite, two bushels I and had not the eggs broken into the field, I believe I should have had three. It certainly yields in the most miraculous manner; beats everything for dry weather.

"Of its properties for the production of sugar I can say nothing; I only know that it tastes like the common sugar cane, and is full of juice about the time the first heads appear. As a green fodder, it also, beats everything which grows; horses, sheep and hogs are certainly indifferently fond of it, and so full are the stalks of saccharine matter that they must be both nutritious and fattening. I cannot say what kind of bread or cake the seeds will afford; nor can I tell what kind of dry fodder the plant will make when cut green; these experiments I have yet to try, and now that I have the seed, I intend to do it on a grand scale. I shall plant it in rows or drills, sowing it cut at different stages, to try its qualities as a dry fodder. I am repeat over and over again, that it is a drought better than anything we have—does not seem to require much water to grow."

If you can—If a pretty girl wants to kiss you, kiss her—like a man.

The efficacy of the Oxygonated Bitters, in cases of Dyspepsia, Asthma, and General Debility, has been testified by many citizens who are well known to the public; and whose statements are ample proof that this medicine is one of great value.

"There are various keys," said a young man to another, "such as the sun-key, bell-key, and rick-key, but the only key to your heart is Secy."

"It may be replied the other, 'but I say anything to reach your heart but what key?'"

The Chinese Empire.

A very interesting account of the actual condition of China, from the pen of Sir John Bowring, the representative of the British government at Hong Kong, has been recently published in the London Times. The penal laws of China makes provisions for a general system of legislation and, with this aid, and the most thorough investigation, the writer estimates the present population of the Chinese Empire at between three hundred and fifty millions and four hundred millions of human beings.

The population in China, he says, is grouped under four heads; 1, scholars; 2, husbandmen; 3, mechanics; 4, merchants. There is a numerous class who are considered almost as social outcasts, such as stage-players, professional gamblers, beggars, convicts, out