

NOTICE.

ON and after this day, January 12th, 1857, all transient advertisements MUST BE PAID FOR IN ADVANCE, in cash, before they will be inserted.

Our friends in the country as well as in town will please bear this in mind, and remit the amount they are willing to lay out in advertising with the copy they wish inserted.

Moore's Creek Celebration.

After our paper of last week had been printed, we received a letter from Dr. J. F. Simpson, Chairman of the Committee of Arrangements, requesting us to call a meeting of said Committee, to be held on the battle-ground, on Saturday, the 24th inst.

Not being able to give the notice in time, which could not have been complied with, even had it been given, we await further notice, which we trust will promptly arrive.

Taxing Railroads.

We notice that Mr. Dockery, in the Senate, and Mr. Meares, in the House of Commons, have brought forward the project of raising revenue by imposing a tax upon through passengers or freight carried over the Railroads of the State. This system has been initiated in New Jersey; but the example of that State has been followed by no other State in the Union, and even there it is done in pursuance of a clause in the charter of the monster monopoly, which, for many years, ruled the State with a rod of iron, and caused it to bear the sobriquet of the "State of Camden and Amboy."

Apert from the fact that few, we trust, desire to earn for North Carolina, the unenviable reputation which this Algerine policy has conferred upon New Jersey, there are other matters to be looked at. It is as we have already said, in pursuance of a stipulation in the charter of the monopoly which controls all the travel passing over the State between the two greatest cities of the Union, that New Jersey levies this tribute. The charters of the Roads in this State contemplate no such thing, if indeed they do not directly oppose it, and render legislation pointing that way in virtual, and we think direct violation of the implied contract between such roads and the State.

It is expressly provided, in the 19th section of the Act chartering the Wilmington and Raleigh, now the Wilmington and Weldon, Railroad Company, that "the property of said Company, and the shares therein, shall be exempt from any public tax or charge whatsoever."

Now, we contend that a tax upon the use of any property is, in effect, a tax or charge upon the property itself. This road, or any other road, is chartered with the express object and intention of carrying passengers and freight, and any tax nominally on such passengers or freight is a tax upon the road carrying them, for common sense will show that, in regard especially to through passengers, there are rising up so many competing lines outside of the State, that our lines cannot afford to add this tax to their rates. They will be forced themselves to pay the tax and pocket the loss.

Let any person take a look at the progress being made towards diverting travel into other channels—efforts that cannot fail, under the most favorable circumstances, to exert an injurious influence upon the prosperity of the seaboard lines, and he will see at once that now is not the time when these latter lines can afford to pay tribute to any State through which passengers may be carried.

And indeed, in this State such an arrangement for raising revenue would be something like having money taken out of one pocket, and put into another, paying a commission for having the process carried on. The Railroads thus to be taxed are very largely State property. Take the upper line consisting of the Raleigh and Gaston and the Central, and a ridiculous spectacle would be presented, similar to that hinted at by the inhabitant of a very poor region of country, who said that he and his neighbors lived by skinning strangers, and when no strangers came along they skinned each other. Perhaps, the State may make money by skinning herself and putting a tax on the use of her own property, and then again, perhaps she may not.

Any man of tolerably fair sense and reasonable powers of observation, who will spend a few years in the editorial business, will see and hear a good many queer things, besides being enabled to estimate more properly the claims and pretensions of public men. That he will find a good deal of humbug among politicians there is little doubt, but it is to be questioned whether he will find an iota more of that sort of thing in politics than in any other walk of life. *Caveat emptor* is a safe rule in all things. Look out for what you get, and don't buy a pig in a poke.

Among the assumptions to be met with, and which may be regarded as amusing or simply disgusting, according as they are viewed, is the small affection of a class of shallow politicians, one half of whose stock in trade consists in sneering at the newspaper press of the country and its conductors. They don't care—so they say—what the papers say—they never read such things. We never saw a man in the habit of so talking, who was not as sensitive in fact as though he had been flayed and every touch was on the raw. We never saw a really able and influential paper to the management of which more tact and talent were not devoted every year than would set up several such politicians with stock for a life time, and there are few really able and independent papers of any standing that have not been forced to build up and pull down many such great men as are those who think it an essential of their greatness to sneer at the press.

We notice a good deal of such stuff in connection with the investigation of the charge of corruption recently brought forward in Congress—a good deal of this affection on the part of obscure practitioners or back-woods politicians, who, out of place, are nobodies, and who have neither talent, information, nor honesty sufficient for the requirements of successful journalism any more than they have the astronomical knowledge requisite to calculate the eclipses for the year 2857.

Such persons belong to that class who talk about "putting down" such and such papers, and generally succeed in stopping their own copy and reading a copy borrowed from their neighbor or neighbor's. Of course, no paper worth prospering was ever affected in any way by such things.

We hear every now and then stale platitudes repeated about the power of the press—sort of 4th of July hurrahs, in at one ear and out at the other. There is no doubt truth—a portion of truth, at least, in all this. Such power is within the reach of the press; but to wield this power it must first respect itself and enforce respect from others. Its conductors must abstain from indulgence in that coarse invective and bitter crimination towards each other which is the too common disgrace of our journalism, and they must mark for what they are worth all those shallow-pated political upstarts, who think it very smart to reflect upon those by whose exertions alone such people are enabled to raise their heads above the political dismal swamp to which they legitimately belong. There is no doubt about it—the press is responsible for manufacturing big men out of rather small material, and these men, like beggars on horseback, are somewhat inclined to ride to the devil, or, like overgrown babies, think they can not stand alone, but actually afford to throw mud at their indulgent dry nurses, the editors.

An amusing and ridiculous nuisance of this sort or trash is the fanfare delivered some time since in Raleigh by Mr. Rayner—a politician whose course deserves all the reprobation with which it has been visited, but who is not entitled by influence, ability, or anything else, to the attention he has received, or to the prominence which that attention has conferred upon him for the time being. His trade is of such a character as to make even his own friends hang their heads; and for such men to indulge in language of contempt and disparagement towards one half of the press of the State is simply contemptible.

We are tired of abusing the weather and now feel called upon to praise it. It is actually pleasant this morning, although it froze last night a little; and we have a mail through as far as Richmond and some exchanges from Raleigh. Our exchanges from Charlotte and Salisbury speak of the weather in the Western part of the State as having been awful. So at Raleigh, so at Fayetteville. At Cheraw it was down to zero, with heavy snow.

The storm was so severe at Petersburg on Monday, the 19th, that the entire daily press of that city suspended publication on Tuesday morning, and no paper was issued from any office on that day. This is almost if not wholly unprecedented.

The Express of Wednesday reports two deaths from cold in the city—John Brown and Rawson Edwards. Also, Dr. Joseph Cox and his nephew, Mr. Traylor, who started on Sunday in a buggy to go to the plantation of the latter, a distance of some thirty miles, but who were found perishing in the snow on Monday morning, about eighteen miles from Petersburg. Dr. Cox died very shortly, and of Mr. Traylor there was no hope. The Express thinks it probable that others may have perished, but considers the numbers rumored as exaggerated. In the height of the "cold spell" at Petersburg, the gas failed, and the city was without light. Deprived of newspapers and gas-light, no wonder that the people perished.

Travel was to have been resumed yesterday between Richmond and Washington City, and we may expect in a day or so a perfect avalanche of mails. There were in the different hotels about 700 strangers, all anxious to go North.

Norfolk and Portsmouth seem to have got the full force of the storm. The Elizabeth River and even Hampton Roads were thickly frozen as far as Old Point Comfort. The Norfolk Herald of Tuesday morning, the 20th, says: "Yesterday morning after the storm abated and it had ceased snowing, we had an opportunity of taking a view of the harbor, and we will not be contradicted if we are sure, when we say that it presented one of the most magnificent scenes ever witnessed in our latitude. The harbor and its tributaries were covered as far as the eye could reach with a sheet of ice, which held every floating object fast in its embrace, not even permitting the steam ferry boats to move a peg from their wharves, and over which was strewn innumerable mounds and hills of snow, with here and there a few houses, and here and there a few trees, which had been driven from the bay and sea shores for refuge from the storm and the cold below—and hundreds of people surrounding and capturing them at their leisure. Several gales, brant and ducks, being lamed by the cold, in passing over the city either fell from exhaustion or from striking against walls of houses, and were picked up—and numbers were taken on the ice benumbed or frozen to death. It seems unfeeling to connect the idea of Sport with the capture and destruction of these poor creatures, and we shall therefore say that they afforded those who ventured out in such desolate cold circumstances abundance of wholesome exercise and provisions enough for at least a week to come."

It is said that ducks were so plenty at Norfolk last week that you could buy them for 12 cents a pair. We doubt it.

Marshall Radetzky, the oldest military chieftain of distinction in the world, has recently died in Italy. He was over ninety years of age, and had been in service full seventy-six years. Fifty-six years ago he had attained the rank of Major General, and nearly fifty years ago was a Field Marshal.—At the time of the general outbreak in 1818, he was Commander-General of the Lombard Venetian Kingdom, and, although over eighty, he displayed an energy that would have done credit to a man in the prime of life, and a severity in repressing republican movements that would have better become a savage. His military conduct was far more worthy of praise than his civil administration. In one campaign against Charles Albert, of Sardinia, he broke in pieces the combination of which that monarch was the head; and, by the battle of Novara, laid Sardinia herself prostrate at the feet of the Emperor, and this at a time when everywhere else the Austrian power was trembling to its fall, and only saved by the intervention of Russia.

Death of Mr. Brooks. It will be seen that Hon. Preston S. Brooks, of S. C., died suddenly this week in Washington City.—Mr. Brooks, no doubt, had his faults of temper like other men, but in spite of them, the fact remains that he was a true Southern and a chivalrous gentleman, and one whose death is to be deplored. We have blamed him for whipping Sumner, although we regretted the occurrence as affording capital to our enemies at the North.

Unquestionably that unfortunate affair—for an affair may be unfortunate without being wrong in itself—gave to Mr. Brooks's name an amount of notoriety which he was far from coveting, while it afforded a handle for his and our enemies. We trust that now his defamers will, at least, be silent, and his friends remember but his true and noble impulse, and the grateful of the occasional imprudences into which these may have led him—perhaps did lead him. Mr. Brooks was about thirty-seven years of age, and leaves a wife and family.

Cold in Georgia.—During the recent cold spell, a man started for Atlanta with a load of Cherokee Whiskey. In the neighborhood of Marietta, he camped out one night, and in the morning he found the hoops burst off his barrels, and instead of his beloved beverage, as many cry pillars stood before him as he had barrels. It was certainly cold weather and weak whiskey.

The latest news from Nicaragua rather puts a different face upon Walker's prosperity, yet without enabling us to form any definite opinion upon the subject, or to dispose of the doubts which surround the matter. Walker may be in a better position, or he may not. Further advices will be required to clear the matter up.

The Hillsboro Recorder says that on Friday morning, the 23d inst., the thermometer at that place was down to 12 degrees below zero. At least three persons are known to have perished in Orange county. On Saturday morning, the thermometer at Philadelphia showed 16 degrees below zero.

From our Raleigh Correspondent. NORTH CAROLINA LEGISLATURE. RALEIGH, JAN. 22, 1857.

SENATE.—The Revenue bill was still under discussion. The tax upon liquors caused some debate. The friends of the bill endeavored to pass it in this session, but every opposition was given by the opposition party. At an unusually late hour, the bill passed its third reading.

HOUSE OF COMMONS.—A resolution in favor of Mr. Lyon, of Granville, introduced a resolution to appoint a joint select committee to inquire into the expediency of selling the State's interest in the Cape Fear and D. R. Navigation Company. Mr. Settle was in favor of appointing a committee merely to inquire into the expediency, but no more.

SENATE.—Mr. W. R. Myers who had been detained in Charlotte by the snow, wished to have the vote passing the Revenue Bill re-considered, in order to introduce a section to impose a tax of \$500 on Brokers. Senate refused to re-consider. Messrs. W. R. Myers and Mr. Jones objected, as the bill had already passed its third reading.

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WESTERN EXTENSION RAILROAD. The Western Extension Railroad bill was made the order of the day for Monday.

After the transaction of some unimportant business the Senate adjourned to Monday morning.

HOUSE OF COMMONS.—Mr. Rushing moved a message to be sent to the Senate proposing to adjourn several amendments were rejected, and the resolution passed. Yeas 73, nays 19.

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On motion of Mr. J. B. Jones, the rules were so amended as to hold night sessions.

Both Sessions were occupied principally with the debate upon the Western extension bill. It finally passed, restricting the route to Hampton and no further with the State's aid, but allowing the books to be opened for individual subscriptions for the sections beyond that point.

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