

with the Charlotte and South Carolina Rail Road. Having, however, in the most confined myself to the limits of the road, and to a simple statement of its influence in promoting home industry, and thereby adding to the wealth of the State and creating business for itself—I have, although entertaining just expectations, not felt myself at liberty to draw heavily from other sources—I prefer leaving that branch of the estimate to others quite competent to the computation as myself; to make such additions as may suit their views.

The efforts of rail roads every where is to increase the value of lands. The ratio of increase is dependent upon the fertility of the soil and the remoteness of the lands from market, and the amount of increase is exactly the capitalized sum which the saving in the transportation upon the annual produce of an acre would give. For instance, if the annual saving in the transportation of the produce of an acre of land is one dollar, the value of the land will be increased \$163, the capital which at six per cent. would yield a dollar. My own impression is that the lands on the line of the North Carolina Rail Road will be increased in a greater ratio than this, now universally acknowledged principle of computation would give, for the reason that they are from some cause greatly underrated, especially from Lexington to Charlotte; the lands on this portion of the road which grow Cotton as well as Grain, compared with lands in Virginia similarly situated in reference to markets and which grow only grain and grass, are valued at very little more than half the price of the lands in Virginia. The effect of the Rail Road will be to raise these lands in their proper standard of value, and add also thereto the enhanced value arising from the diminution in the cost of transportation.

The manufacturing establishments on the line of the work, which are now in a comparatively feeble and declining condition, will receive an impulse that will reward their enterprising proprietors, and revive the drooping hopes of the advocates of home industry. For it must be obvious to every one how they are affected by the cost of transportation.

The expense of transporting the raw material, and manufactured goods, constitutes an element in the cost of those goods in market. The means of transportation are in fact but a part of the machinery in the manufacture of goods for market, and the same principle applies as well in the improvement of the one as in the other. The man with good machinery can manufacture profitably and sell at a price at which the one with poor machinery would be ruined. If then we apply this principle to the transportation of the raw material, bread stuffs, and other articles of consumption in manufacturing establishments, it needs no argument or calculation to show that he who can make use of a Rail Road for this purpose can always undersell those who are without the accommodation. This is the true secret of the success of the Northern manufacturers; the liberal system of internal improvement at the North has cheapened the transportation of their supplies. I doubt not, it would prove upon investigation, that the transportation of a bag of Cotton from the interior of Georgia in the vicinity of her rail road to Lowell, costs less than the transportation to many manufactories in North Carolina, within a hundred miles of the Cotton fields.

The reduction in the price of transportation must be attended at least with the working of the existing establishments up to their full capacity, and with their success the erection of others will follow, until in course of time the State will become a manufacturing and by consequence a consuming as well as producing State.

The home market built up by the Manufacturing establishments will stimulate, encourage and foster the agricultural interest, which is the great interest of the State. And thus the great ends of government will be accomplished by the silent workings of the system of internal improvements, without doing violence to the theories or prejudices of any one. The greatest benefit will be conferred on the greatest number. In fact all will be benefited. For the North Carolina Rail Road is not a mere line of Rail Road accommodating a single line of travel and operating on a narrow section of the State; there is scarcely any portion or any interest in the State that is not benefited by this work. It traverses nearly the whole length of the State, it is the Central Rail Road projected by the old and ardent friends of internal improvement, crossing the channels of some of the principal rivers, bringing their water falls and Manufactories into the actual vicinity of the Seaboard. It would be difficult to plan a work, so properly, so obviously and so essentially a State work. The people themselves have made it so by their wide spread and unprecedented individual subscription of a million of dollars, and by their endorsement of the copartnership of the State from one end to the other, in her subscription of two millions more.—That they will not be disappointed in their expectations, I am quite sure, unless it should turn out, and there is no reason why it should be so, that the same cause in North Carolina will not produce the same effects as the other States, North, South, East and West. In those States it is found that rail roads relieve the burden of taxation. First by the difference in the cost of transportation by common roads and by rail roads, which may be stated at about two to one. Secondly by increasing the taxable property on the line of the road, a general reduction of taxes is made, thus lessening the taxes on lands more remote, giving them an additional value, and thus the benefits of the

road are extended far and wide, and are felt by the whole agricultural community. And furthermore, the general benefits which result to trade and commerce from railroads in other States extend to every portion of their territory; every branch of industry is affected by the trade and commerce opened by these channels of communication. No one can doubt that the same results will be experienced in North Carolina. In short, the effect of a judicious system of internal improvement is to unite a State as it were in one great community with all their wants, demands and supplies brought to view, stimulating enterprise and industry in all the arts and various pursuits of man.

And last, though not on this account the least, of the important benefits of the North Carolina Rail Road, is the effect it will have to withdraw the inducement to emigration which every year deprives the State of a portion of her most vigorous, enterprising and intelligent population.

I am, gentlemen, very respectfully,  
Your obedient servant,  
WALTER GWYNN,  
Civil Engineer.



HILLSBOROUGH, N. C.  
Wednesday, May 28.

The exercises of Mr. & Mrs. Burwell's School will close on Tuesday evening next with a Concert of Music. The exercises will begin at 7 1/2 o'clock precisely. The friends and patrons of the school are invited to attend.

**The President's Northern Tour.**  
The President of the United States, accompanied by Messrs. Webster, Crittenden, Graham and Hall, of the Cabinet, left Washington on the 12th instant, to attend, by invitation, the celebration of the opening of the great Erie Rail Road. At all the towns on the route he was met by large assemblages of the people, and with enthusiastic demonstrations of respect. We had intended to give some account of these, and some of the speeches delivered on the occasion; but we find we have not space to-day, and must postpone what we have in type on that subject to our next issue.

**The North Carolina Rail Road.**  
By reference to our advertising columns, it will be seen that the contracts for the work on the Road will be let out on the whole route between the 20th of June and the 8th of July—at Hillsborough and Graham on the 25th and 27th of June. We hope that many of our citizens are prepared to take hold of this work, and that a sufficient number of contractors will be found in Orange and Alamance, to construct all that portion of the Road which passes through the two counties. The Greensborough Patriot states that the Engineers are now engaged in "office work," preparing the estimates, &c. for sections suitable to the convenience of contractors. We learn also from the Patriot, that the estimates made out for the whole length of the Road, for Excavation, Embankment, Rock Excavation, Drains, Culverts, Arches, and Abutments, are given as follows:

Excavation,	3,364,031 cubic yards.
Embankment,	3,856,849 " "
	7,220,880 " "
Rock Excavation,	159,794 " "
MASONRY.	
Drains,	32,072 " "
Culverts,	5,533 " "
Arches,	1,372 " "
Abutments,	28,022 " "

The Bridge work on the whole Road amounts to 2,720 feet.

The clearing is embraced in the item of "excavation." The price is fixed according to the amount of clearing, which varies in different sections of the Road.

The able report of Maj. Gwynn, Chief Engineer, will be found in to-day's paper. Our readers, we feel certain, have been anxious to see this report, and it is therefore unnecessary for us to say anything to induce them to peruse it. We see that Maj. Gwynn, in his report, confirms the opinion so generally entertained, that the stock in this road will be valuable. He says: "I have no fears of the result, and feel in no need of travelling beyond the borders of the State in search of trade and travel to demonstrate the productiveness of the stock of the North Carolina Rail Road." We learn from other sources, that Maj. Gwynn has expressed a pretty confident opinion that the stock would yield six per cent. without reference to through business. If this opinion be correct, and we add the through business, (which must necessarily be very considerable, as this Road will be an important link in the chain of communication from North to South,) this stock bids fair to be as profitable as any Rail Road stock in the whole southern country, and capitalists will find that they have missed a good chance of investment by not taking more of the stock in this Road.

Although so much of our space is already occupied with this subject, we wish to add a few words about the location of the Road. This is a State work in part, and the opinion has been entertained by some, that the road should have taken a straight course from Raleigh through the centre of the State. If any dissatisfaction has existed because such a location of the road was not made, we think the Report of Major Gwynn is calculated to remove the objections. The face of the country presented so many difficulties to the construction of a Rail Road in a direct line from Raleigh to Salisbury, that after a careful reconnoissance Major Gwynn was

convinced that "the line would not precisely follow the same grounds which it does, had no objection been made to the towns of Hillsborough, Graham, &c. in the proceedings of the stockholders." But even if this route had not been so strongly indicated, as the best, in reference to the construction of the Road, a due regard to the wants of the people, and a reference to the other works of improvement projected and in progress, would have given to the route selected strong claims to a preference. It will be recollected that the Legislature which chartered the North Carolina Rail Road, also chartered a company to clear out and make navigable the Cape Fear and Deep Rivers, and to construct a Plank Road from Fayetteville to Salisbury; the one presenting valuable facilities to the people of the middle counties for reaching market; the other, to those of the more Southern. It seemed wise and proper, then, and just, that in selecting the route for the Rail Road, it should be made to take a circuit, to extend the needed facilities to the counties near our northern border. Believing that this question would be mooted, we sometime ago prepared a diagram with the view of showing the correctness of this position; and now that the question is settled on other grounds, we have concluded to make use of the diagram to enable our readers to see how admirably the present location of the road is adapted to the other works in the State, so as to extend their benefits to the greatest number of people. The diagram was prepared under many disadvantages, and may not be perfectly correct, but is sufficiently so, we believe, to convey a pretty clear perception of what was intended.



A very large public meeting was held in Greensborough on Tuesday the 20th inst., for the purpose of devising ways and means to clear the county of certain abolition preachers, who have for some time been in that section of the state disseminating their pernicious doctrines, and poisoning the minds of such as came under their influence. Deep excitement pervaded the assemblage, say the editors of the Patriot, and prevails throughout the community to an extent they have never seen before. The following resolution was adopted by acclamation, and evinces a resolute determination on the part of the citizens of Guilford to free themselves from such pests—peaceably if they can, but forcibly if they must:

**Resolved,** That a committee of five be appointed to notify Adam Crooks and Jesse McBride, persons who are said to be emissaries of abolition Societies at the North, immediately to leave this County, and that if they fail to do so they must abide the consequences.

We understand that, information having been received that Crooks or McBride had made an appointment to preach in the county on Sunday, another meeting was held in Greensborough on Saturday last, and further action determined upon, the result of which we have not learned. The excitement appeared to be greatly on the increase.

**Bank of Cape Fear.**—When we noticed, two weeks ago, the rejection by the stockholders of the Bank of Cape Fear, of the act of the last session of the Legislature to increase the capital of that institution, we supposed the act was based on the demand for additional banking capital in the State, and expressed the opinion that the interests of the public would have been better consulted by an increase of the capital of existing banks, than by the establishment of new ones. The Fayetteville Observer, on noticing our paragraph, gives the following satisfactory explanation:

"We think that there was no such cause for the passage of the act, but that it grew out of a bill for an independent Bank at Greensborough, which was afterwards changed to the act as passed. But, as it was found that the Bank of Cape Fear, with its present capital, could readily spare the amount necessary for a branch at Greensborough, it was needless to derange its affairs by a division of its surplus to let in new stockholders. The establishment of independent Banks in Fayetteville, Wadesborough, and Washington, and increase of the capital of the Commercial Bank of Wilmington, enable the Cape Fear Bank to appropriate capital at Greensborough, and would seem to be quite as large an increase as the public wants call for, at present. There is some danger of an undue expansion during this season of prosperity."

**Mr. Venable in Hillsborough.**  
Mr. Venable addressed a portion of the people of Orange at this place yesterday. We have not space this week to make an extended notice of his remarks, but may do so in our next. We must say, however, that his position in this speech was such that the Union men of the District, in our opinion, cannot vote for him as their repre-

sentative, with the least ground to hope that his course in Congress would tend to promote the peace of the country or the Union of the States. He advocated the right of Secession, and avowed his determination to vote for the repeal of one of the compromise measures—the law abolishing the slave trade in the District of Columbia—if he should ever have an opportunity, and thereby open the flood-gate and turn the full tide of fanaticism upon the country again. His position seems to be exactly that of Langdon Cheves, of South Carolina, who regards Secession—the united Secession of the slaveholding States, or a large number of them—as the remedy for the evils complained of by the South, both real and imaginary; but considers separate State action as unwise and impracticable. And until the united action can be had, Mr. Cheves contends that the South should agitate the subject "incessantly, actively, zealously and fearlessly." So with Mr. Venable; and accordingly his speech yesterday was (to use an expression which he applied to the President's proclamation,) the most complete "boo-woo-woo" concern that we have ever heard,—evidently intended to agitate the public mind and to frighten the simple. This much we feel called upon to say this week, because of the notice in our last, made upon information received of his position at Hillsborough.

We conclude this hasty notice with a question which we hope will be duly considered: Can the friends of the Union, and those who desire to see peace and harmony once more restored to our public councils, consent to vote for a return of Mr. Venable to Congress?

**The Administration and the Slavery Question.**  
"There is a class of politicians at the South, who affect to entertain a distrust of President Fillmore, in regard to the Slavery question. No amount of testimony can remove this opinion. The President may surround himself with a Cabinet known to be sound upon this subject—he may in his messages use the strongest and plainest language—he may use the whole powers of his office in the execution of the laws demanded by the slave interest, and for so doing, he may bring down upon himself the malediction of the whole Abolition party, and still those Southern Patriots (!) cannot trust him."

These reflections were made by the editor of the Petersburg Intelligencer, on reading a speech delivered by Secretary Graham, at a dinner given to the President and his Cabinet at the Irving House in New York, in presence of President Fillmore, and surrounded by a Northern audience. The following is an extract from the Speech of Governor Graham:

"When the Constitution was framed, every State surrendered a portion of its sovereignty; and in order to form that Constitution, the South had made some sacrifices as well as the North. They were for the benefit, however, of all the parts. Among those obligations was one to surrender fugitives from slavery. The South would never have agreed to live under the same government with the North if the North was to become the refuge ground of their runaway slaves. In separation, either by commercial restrictions or by arms, it would have maintained its rights; that no neighboring powers should disturb its peace and its property. The Constitution happily guaranteed to the South what by the county of nations, it had a right to demand, that a neighboring State should not be tempting off its people from their homes, or throwing in fire brands among that people by tempting their servants with impunity to run away. To that Constitution the Whigs of the South expected the Whigs of the North to live and abide by it in good faith and to execute its provisions. It was a matter of conscience, therefore, for every Northern man who took an oath to support the Constitution, and such an oath was taken by every man who held an office, from the highest officer down to the Constable; and he knew no conscience party that could so well enforce the duties of conscience as in enforcing an obedience to an oath, and to the Supreme Constitution of the State.

One of the Compromise measures which had become the duty of the administration to act upon was this surrender of fugitives. All the rest were of but comparatively little importance to the South, and this was only made of the gravest importance by enabling the country to see whether the Constitution could be put down or not. If this article of the Constitution could be nullified, directly or indirectly, there was no telling where nullification was to stop. If the Constitution was good for anything, it was good as a whole, and it could not be broken in parts. Nobody expected the whole series of Compromise measures to be approved by anybody, item by item. Some of the Bills were very, very objectionable to large parties of his Southern countrymen, as objectionable as this Fugitive Bill is in the North; but as a whole, as a final system of adjustment, the Whigs of the South acquiesced in them all, and meant to maintain them, and they expected a like acquiescence on the part of their Northern Whig brethren, in good faith. If there was to be no such acquiescence, if Northern Whigs were to wage war against Southern Whigs—there could be no Whig party. The Democratic party had their difficulties, perhaps more serious than ours, and it was doubtful whether they could ever again assemble as a whole, in National Convention; but the Whigs could act together as efficiently as ever, if they only planted themselves upon the platform laid down in the President's Message. (Great cheering.)

Mr. Graham concluded by remarking that he had spoken with freedom and candor, as among friends, and he heartily thanked the people for the reception they had given the President and the members of his administration.

Severe indeed is the stroke that has fallen on the dear ones he left, but consoling must be the assurance, that their loss is his eternal gain.

**The Basis Question in Virginia.**—It is now considered as a "fixed fact" (say the Alexandria Gazette) that the compromise settlement of the basis question will be inserted in the new Constitution to be adopted by the Virginia Convention; and however much it may be objected to, and however disappointed many will be in the East as the result, it is more than probable that, if the remaining provisions of the Constitution contain the reforms which the people have called for and desired, the Constitution as presented will be accepted by a large majority of the people.

**From Havana.**—A letter from a Bostonian in Havana, dated the 12th instant, says that in consequence of the prompt proceeding of the New York authorities in seizing the steamer Cleopatra, and the consequent breaking up of the expedition, the fears of the Spaniards are set at rest for the present. Still, however, the passport of every foreigner is strictly scrutinized by the Captain General. Americans in Havana are, however, received by the inhabitants with great cordiality, particularly since the arrival of the news that the American Government, by its energy, has saved them from a powerful irruption from this country, which, at the best, must have resulted in terrible scenes of violence and bloodshed.

**Obituary.**  
Died in Alamance county, N. C., the Rev. ERNEST B. CURRIE, in the 64th year of his age and 48th of his ministry. His health, until within a few weeks of his death, was tolerably good. In peace, humbly relying on the merits of the Lord Jesus Christ, he departed for that rest which is prepared for the people of God.

Mr. Currie was a native of Guilford county, N. C. In early life he had deep religious impressions, but he did not make a public profession of religion until he arrived at manhood. After he connected himself with the church, his mind was very much exercised on the subject of the Christian ministry, but there seemed to be no prospect of his acquiring the necessary education. He had received a plain English education, and had been engaged in teaching. At length the way was opened, and he commenced the study of the languages under Dr. David Caldwell, in 1794. In the 27th year of his age. He was licensed to preach the gospel by the Presbytery of Orange in 1801, and was ordained and installed Pastor of the Church of Hyco, in Caswell county, in 1803. In 1808 he removed to the united congregations of Grassy Creek and Nutbush, where he labored with great success for fourteen years. In 1822 he again removed to the congregations of Hawfields and Cross Roads in Orange county, of which congregations he was Pastor until within a very few years, when, owing to the infirmities of age, he resigned his pastoral charge. The writer was intimately acquainted with this devoted servant of Christ for nearly thirty years, and had many opportunities of seeing him in public and private, and he always found him the same plain, unpretending, and zealous servant of his Master. His distinguishing characteristic was cheerful and ardent piety. No Christian ever conversed with him on the subject of religion who did not desire to do so again; and hence at the meetings of Presbytery, and indeed on all occasions, his company was earnestly sought by the pious.

In 1800 he was married to Mrs. Elizabeth Allen, with whom he lived upwards of forty years, she having died in the peace of the gospel in 1842. He has left three daughters, all married, and members of the Presbyterian Church, and several grand children also members of the church. Such was the christian simplicity and integrity of his character, such his zeal for the glory of God and the salvation of men, such his benevolence and kindness, that it is not known that any one ever questioned the sincerity of his religion.

[COMMUNICATED.]

The Watchman and Observer and Presbyterian are requested to copy.

Died in this county, on Sunday the 18th instant, Mr. JOSEPH TATE, Senr., in the 87th year of his age. Mr. Tate had been many years a member of the Presbyterian church, and was highly esteemed in his neighborhood.

Died, on New Hope, in this county, on Thursday the 22d inst. Mr. JOHN DANIEL, aged about 83 years.

Died, recently, in Alamance county, JOHN BOON, esq., a highly respectable citizen, and for several years a representative in our State Legislature from Orange county.

Also, in the same county, BORROW ISELEY, esq., a citizen of much worth and respectability.

Died, on Saturday the 17th instant, at his residence in Granville county, SAMUEL SMITH DOWNEY, in the 69th year of his age.

The righteous perished and no man layeth it to heart; and merciful men are taken away, none considering that the righteous is taken away from the evil to come. He shall enter into peace.—Isaiah [vii. 1.]

An intimate acquaintance with the deceased during the last few years, enables the writer to bear testimony to the christian faith which seemed to be his never failing support and comfort. For several months his strength had been wasting rapidly away before the ravages of disease, while his spirit seemed collecting itself for the change which awaited it to a blissful immortality. His final sickness was short; and in this hour of suffering and trial he was not forsaken; for, he had committed all his affairs into the hands of his Heavenly Father. And though he attempted to express to a friend at his bed side, the feelings which seemed to overflow his heart, yet utterance was denied save to those two words, most precious to the believer, Faith and Christ.

Severe indeed is the stroke that has fallen on the dear ones he left, but consoling must be the assurance, that their loss is his eternal gain.

**STILL THEY COME!**  
FRENCH BRANDY, best, Port, Madeira and TENERIFF WINES. Another Lot of Perfumery, one half dozen Fine Razors, extra, Shaving Brushes, superb. To be had at  
**THE DRUG STORE.**  
May 14. 85—

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YEAST POWDERS, a fine article, for sale at  
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**Piano Forte for Sale.**  
A NEW, Rose-wood, French Grand Action PIANO FORTE, (63 Octaves), of superior tone and workmanship, from the celebrated Manufacture of J. Worcester, New York, together with Piano Stool and Cover, for sale cheap, for cash.

Also, one of Martin's celebrated GUITARS, and an assortment of MUSIC for Piano, Violin and Guitar, for sale by  
**JULIUS L. KERN,**  
Teacher of Music at Rev. R. Burwell's School.  
March 24. 76—

**Job Printing,**  
EXECUTED AT THIS OFFICE.

May the God of the father be the God of the children; may he speak comfort to their souls, and prepare them for a joyful re-union with him who has gone before into that rest which remaineth for the people of God.  
[Communicated.]

**North Carolina Rail Road.**  
293 Miles Long.

**To Contractors.**

OFFICE OF THE N. C. RAIL ROAD COMPANY, 2 Greensborough, May 19, 1851.  
PROPOSALS will be received at the following times and places for the Construction, Masonry, Sills and Bridging required for the North Carolina Rail Road, viz:  
At GOLDSTON on the 20th of June, for that part of said Road between the Wilmington and Raleigh Rail Road and the Wayne and Johnston lines.  
At PINEVILLE, in Johnston, on the 21st of June, for that part of said Road between the Wayne line and where said Road crosses Neuse, about four miles above Smithfield.  
At RALEIGH on the 23d of June, for that part of said Road between Neuse and Pratt's Store, in Orange.  
At HILLSBOROUGH on the 25th of June, for that part of said Road between Pratt's Store and the Alamance line.  
At GRAHAM on the 27th of June, for all that part of said Road in Alamance.  
At GREENSBOROUGH on the 8th of July, for all that part of said Road between the Alamance line and Prospect meeting-house.  
At LEXINGTON on the 30th of June, for all that part of said Road between Prospect and the Yadkin river.  
At SALISBURY on the 2d of July, for the same between the Yadkin river and Cabarrus line.  
At CONCORD on the 4th of July, for the same from the Rowan line to Charlotte.

**Specifications, Maps, Estimates, &c.**, of every section of said Road, will be ready for exhibition by the Engineers on and after the 1st of June, viz:  
By L. M. PREVOST, from the Wilmington and Raleigh Rail Road to Mrs. Betts's, 8 1/2 miles West of Raleigh;  
By JOHN C. McRAE, from Mrs. Betts's to the Alamance and Guilford line;  
By J. L. GREGG, from the Alamance line to Lexington;  
By JOHN McRAE, from Lexington to Charlotte.

The Engineers will make appointments and give due notice, so as to afford every facility to persons who may wish to take contracts.

The Surveys, Maps, Profiles, quantity and kind of work to be done, and the estimated value of each kind of work, have all been prepared with so much care and accuracy, that it is believed contracts may be safely taken on any Section of the Road.

Contractors will be expected to commence work at the earliest convenient day, and in no case to delay the commencement of their contract beyond the first of January, 1852, and the completion thereof by the first of January, 1854—receiving in payment on their contracts one-half in stock of the Road—the other half in cash.

By order of the Board,  
**J. M. MOREHEAD,**  
President N. C. Rail Road.  
May 26. 85—

**Land for Sale.**

The subscriber, purposing to move out South, offers for sale a Tract of Land in the county of Orange, on the waters of Mountain Creek, containing One Hundred and Twenty-six Acres. A good portion is in woods, and is as good upland as can be found. It has on it a comfortable Dwelling House, a Barn and other Out Houses, and two first rate Springs—one in fifty yards of the door. It is also watered well, and has on it a first rate Mill Seat, eight miles north of Chapel Hill, six miles east of Hillsborough, and one mile from the Rail Road.

**CHESLEY P. HORN.**  
May 26, 1851. 85—3w

**SOUTH LOWELL MALE ACADEMY,**  
ORANGE COUNTY, N. C.

THE present session of this School will close on Tuesday, June 3d. Classes will be examined on Friday, Saturday, and Monday. On Sunday an Anniversary Sermon will be preached by the Rev. Peter Dorc. Students will declaim and read compositions on Monday and Tuesday; and on the afternoon of the day last named, an Address will be delivered by HENRY W. MILLER, esq.

The public are invited to attend. Strangers will find accommodations for themselves and horses in the neighborhood at reasonable prices.

The Next Session will commence on Tuesday, July 15, and continue five months. The school will be conducted on the same principles as heretofore. The great object will be to furnish a thorough education to those entrusted to us; but as no education can be of real benefit unless coupled with morality, unceasing efforts will be made to disseminate and cultivate right principles of action. Students must, if possible, be present at the commencement of the session, as no provisions will be made for those entering after the first week.

Prices as heretofore, viz: Board \$25 per session—Tuition \$10, \$12.50, and \$15.

For further particulars apply to the "Executive Committee" for circulars.  
**JAMES A. DEAN, Principal.**  
South Lowell, May 9. 84—4w

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