

vice to evade the penalties of our laws by means of sea letters. Vessels sold in Brazil, when provided with such papers by the Consul, instead of returning to the United States for a new register, proceed at once to the coast of Africa, for the purpose of obtaining cargoes of slaves. Much additional information, of the same character, has recently been transmitted to the Department of State. It has not been considered the policy of our laws to subject an American citizen, who, in a foreign country, purchases a vessel in the United States, to the inconvenience of sending her home for a new register, before permitting her to proceed on a voyage. Any alteration of the laws, which might have a tendency to impede the free transfer of property in vessels between our citizens, or the free navigation of those vessels between different parts of the world, when employed in lawful commerce, should be well and cautiously considered; but I trust that your wisdom will devise a method by which our general policy, in this respect, may be preserved, and at the same time the abuse of our flag, by means of sea letters, in the manner indicated, may be prevented.

Having ascertained that there is no prospect of the reunion of the five States of Central America, which formerly composed the republic of that name, we have separately negotiated with some of them treaties of amity and commerce, which will be laid before the Senate.

A contract having been concluded with the State of Nicaragua, by a company composed of American citizens, for the purpose of constructing a ship canal through the territory of that State, to connect the Atlantic and Pacific oceans, I have directed the negotiation of a treaty with Nicaragua, pledging both Governments to protect those who shall engage in and perfect the work. All other nations are invited by the State of Nicaragua to enter into the same treaty stipulations with her; and the benefit to be derived by each from such an arrangement will be the protection of this great inter-oceanic communication against any Power which might seek to obstruct it, or to monopolize its advantages. All the States entering into such a treaty will enjoy the right of passage through the canal on payment of the same tolls.

The work, if constructed under these guaranties, will become a bond of peace instead of a subject of contention and strife between the nations of the earth. Should the great maritime States of Europe consent to this arrangement, (and we have no reason to suppose that a proposition so fair and honorable will be opposed by any,) the energies of their people and ours will co-operate in promoting the success of the enterprise. I do not recommend any appropriation from the National Treasury for this purpose, nor do I believe that such an appropriation is necessary. Private enterprise, if properly protected, will complete the work, should it prove to be feasible. The parties who have procured the charter from Nicaragua, for its construction, desire no assistance from this Government beyond its protection; and they profess that, having examined the proposed line of communication, they will be ready to commence the undertaking whenever that protection shall be extended to them. Should there appear to be reason, on examining the whole evidence, to entertain a serious doubt of the practicability of constructing such a canal, that doubt could be speedily solved by an actual exploration of the route.

Should such a work be constructed, under the common protection of all nations, for equal benefits to all, it would be neither just nor expedient that any great maritime State should command the communication. The territory through which the canal may be opened ought to be freed from the claims of any foreign Power. No such Power should occupy a position that would enable it hereafter to exercise so controlling an influence over the commerce of the world, or to obstruct a highway which ought to be dedicated to the common uses of mankind.

The routes across the Isthmus, at Tehuantepec and Panama, are also worthy of our serious consideration. They did not fail to engage the attention of my predecessor. The negotiator of the treaty of Gaudalupo Hidalgo was instructed to offer a very large sum of money for the right of transit across the Isthmus of Tehuantepec. The Mexican Government did not accede to the proposition for the purchase of the right of way, probably because it had already contracted with private individuals for the construction of a passage from the Guasacualco river to Tehuantepec. I shall not renew any proposition to purchase, for money, a right which ought to be equally secured to all nations, on payment of a reasonable toll to the owners of the improvement, who would, doubtless, be well contented with that compensation and the guaranties of the maritime States of the world, in separate treaties negotiated with Mexico, binding her and them to protect those who should construct the work. Such guaranties would do more to secure the completion of the communication through the territory of Mexico than any other reasonable consideration that could be offered; and as Mexico herself would be the greatest gainer by the opening of this communication between the Gulf and the Pacific ocean, it is presumed that she would not hesitate to yield her aid, in the manner proposed, to accomplish an improvement so important to her own best interests.

We have reason to hope that the proposed railroad across the Isthmus at Panama will be successfully constructed, under the protection of the late treaty with New Grenada, ratified and exchanged by my predecessor on the 10th day of June, 1848, which guarantees the perfect neutrality of the Isthmus, and the rights of sovereignty and property of the New Grenada over that territory, "with a view that the free transit from ocean to ocean may not be interrupted or embarrassed" during the existence of the treaty. It is our policy to encourage every practicable route across the Isthmus, which connects North and South America, either by railroad or canal, which the energy and enterprise of our citizens may induce them to complete; and I consider it obligatory upon me to adopt that policy, especially in consequence of the absolute necessity of facilitating intercourse with our possessions on the Pacific.

The position of the Sandwich Islands, with reference to the territory of the United States on the Pacific; the success of our persevering and benevolent citizens who have prepared and remoted quarter in christianizing the natives and inducing them to adopt a system of government and laws suited to their capacity and wants; and the use made by our numerous whale-ships of the harbors of the islands as places of resort for obtaining refreshments and repairs, all combine to render their destiny peculiarly interesting to us. It is our duty to encourage the authorities of those islands in their efforts to improve and elevate the moral and political condition of the inhabitants; and we should

make reasonable allowances for the difficulties inseparable from this task. We desire that the islands may maintain their independence, and that other nations should concur with us in this sentiment. We could, in no event, be indifferent to their passing under the dominion of any other Power. The principal commercial States have in this a common interest, and it is to be hoped that no one of them will attempt to interpose obstacles to their independence of the islands.

The receipts into the Treasury for the fiscal year ending on the thirtieth of June last were, in cash, forty-eight millions eight hundred and thirty thousand nine hundred and fifty cents, (\$48,830,097.50); and in Treasury notes funded, ten millions eight hundred and thirty three thousand dollars, (10,833,000.) making an aggregate of fifty nine millions six hundred and sixty three thousand nine hundred and fifty cents, (\$59,663,097.50); and the expenditures for the same time were, in cash, forty six millions seven hundred and ninety-eight thousand six hundred and sixty seven dollars and eighty two cents, (\$46,798,667.82); and in Treasury notes funded, ten millions eight hundred and thirty three thousand dollars, \$10,833,000.) making an aggregate of fifty seven millions six hundred and thirty one thousand six hundred and sixty seven dollars and eighty two cents, (\$57,631,667.82.)

The accounts and estimates which will be submitted to Congress in the report of the Secretary of the Treasury, show that there will probably be a deficit, occasioned by the expenses of the Mexican war and treaty, on the first day of July next, of five millions eight hundred and twenty eight thousand one hundred and twenty one dollars and sixty six cents, \$5,828,121.66; and on the first day of July, 1851, of ten millions five hundred and forty seven thousand and ninety two dollars and seventy three cents, (\$10,547,092.73.) making in the whole a probable deficit, to be provided for, of sixteen millions three hundred and seventy five thousand two hundred and fourteen dollars and thirty nine cents, \$16,375,217.39.) The extraordinary expenses of the war with Mexico, and the purchase of California and New Mexico, exceed in amount this deficit, together with the loans heretofore made for those objects. I therefore recommend that authority be given to borrow whatever sum may be necessary to cover that deficit. I recommend the observance of strict economy in the appropriation and expenditure of the public money.

I recommend a revision of the existing tariff and its adjustment on the basis which may augment the revenue. I do not doubt the right or duty of Congress to encourage domestic industry, which is the great source of national as well as individual wealth and prosperity. I look to the wisdom and patriotism of Congress for the adoption of a system which may place home labor at last on a sure and permanent footing, and by due encouragement of manufactures, give a new and increased stimulus to agriculture, and promote the development of our vast resources and the extension of our commerce. Believing that to the attainment of these ends (as well as the necessary augmentation of the revenue and the prevention of frauds) a system of specific duties is best adapted, I strongly recommend to Congress the adoption of that system, fixing the duties at rates high enough to afford substantial and sufficient encouragement to our own industry, and, at the same time, so adjusted as to ensure stability.

The question of the continuance of the Sub-treasury system is respectfully submitted to the wisdom of Congress. If continued, important modifications of it appear to be indispensable. For further details and views of the above, and other matters connected with commerce, the finances, and revenue, I refer to the report of the Secretary of the Treasury.

No direct aid has been given by the General Government to the improvement of agriculture, except by the expenditure of small sums for the collection and publication of agricultural statistics, and for some chemical analysis, which have been, thus far, paid for out of the patent fund. This aid is, in my opinion, wholly inadequate. To give to this leading branch of American industry the encouragement which its merits, I respectfully recommend the establishment of an Agricultural Bureau, to be connected with the Department of the Interior.—To elevate the social condition of the agriculturist, to increase his prosperity, and to extend his means of usefulness to his country, by multiplying his sources of information, should be the study of every statesman, and a primary object with every legislator.

No civil government having been provided by Congress for California, the people of that Territory, impelled by the necessities of their political condition, recently met in Convention, for the purpose of forming a constitution and State government, which the latest advices give me reason to suppose has been accomplished; and it is believed they will shortly apply for the admission of California into the Union as a sovereign State. Should such be the case, and should their constitution be conformable to the requisitions of the Constitution of the United States, I recommend their application to the favorable consideration of Congress.

The people of New Mexico will also, it is believed, at no very distant period present themselves for admission into the Union. Preparatory to the admission of California and New Mexico, the people of each will have instituted for themselves a republican form of government, laying its foundations in such principles, and organizing its powers in such form, as to them shall seem most likely to effect their safety and happiness.

By awaiting their action, all causes of uneasiness may be avoided, and confidence and kind feeling preserved. With a view of maintaining harmony and tranquility so dear to all, we should abstain from the introduction of those exciting topics of a sectional character which have hitherto produced painful apprehensions in the public mind; and I repeat the solemn warning of the first and most illustrious of my predecessors against furnishing "any ground for characterizing parties by geographical discriminations."

A Collector has been appointed at San Francisco, under the act of Congress extending the revenue laws over California; and measures have been taken to organize the custom-houses at that and the other ports mentioned in that act, at the earliest period practicable.—The Collector proceeded overland, and advices have not yet been received of his arrival at San Francisco. Meanwhile, it is understood that the customs have continued to be collected there by officers acting under the military authority, as they were during the administration of my predecessor. It will, I think, be expedient to confirm the collections thus made, and direct the avails (after such allowances as Congress may think fit to authorize) to be expended within the Territory, or to be paid in

to the Treasury, for the purpose of meeting appropriations for the improvement of its rivers and harbors.

A party engaged on the coast survey, was dispatched to Oregon in January last. According to the latest advices, they had not left California; and directions have been given to them, as soon as they shall have fixed on the sites two light-houses and the buoys authorized to be constructed and placed in Oregon, to proceed without delay to make reconnaissances of the most important points on the coast of California, and especially to examine and determine on sites for light-houses on that coast, the speedy erection of which is urgently demanded by our rapidly increasing commerce.

I have transferred and Council Bluffs to Santa Fe and Salt Lake, and have caused to be appointed sub-agents in the valleys of Gila, the Sacramento, and San Joaquin rivers. Still further legal provisions will be necessary for the effective and successful extension of our system of Indian intercourse over the new Territories.

I recommend the establishment of a branch mint in California, as it will, in my opinion, afford important facilities to those engaged in mining, as well as to the Government in the disposition of the mineral lands.

I also recommend that commissions be organized by Congress to examine and decide the validity of the present subsisting land titles in California and New Mexico; and that provision be made for the establishment of officers of Surveyor General in New Mexico, California, and Oregon, and for the surveying and bringing into market the public lands in those territories. Those lands, remote in position and difficult of access, ought to be disposed of on terms liberal to all, but especially favorable to the early emigrants.

In order that the situation and character of the principal mineral deposits in California may be ascertained, I recommend that a geological and mineralogical exploration be connected with the linear surveys, and that the mineral lots suitable for mining, and be disposed of, by sale or lease, so as to give our citizens an opportunity of procuring a permanent right of property in the soil. This would seem to be as important to the success of mining as of agricultural pursuits.

The great mineral wealth of California, and the advantages which its ports and harbors and those of Oregon afford to commerce, especially with the islands of the Pacific and Indian oceans and the populous regions of Eastern Asia, make it certain that there will arise in a few years large and prosperous communities on our western coast. It therefore becomes important that a line of communication, the best and most expeditious which the nature of the territory will admit, should be opened within the territory of the United States, from the navigable waters of the Atlantic or the Gulf of Mexico to the Pacific. Opinion, as elicited and expressed by two large and respectable Conventions, lately assembled at St. Louis and Memphis, points to a railroad as that which, if practicable, will best meet the wishes and wants of the country. But while this, if in successful operation, would be a work of great national importance, and of a value to the country which it would be difficult to estimate, it ought also to be regarded as an undertaking of vast magnitude and expense, and one which must, if it is indeed practicable, encounter many difficulties in its construction and use. Therefore, to avoid failure and disappointment; to enable Congress to judge whether, in the condition of the country through which it must pass, the work be feasible; and, if it be found so, whether, it should be undertaken as a national improvement or left to individual enterprise; and, in the latter alternative, what aid, if any, ought to be extended to it by the Government, I recommend, as a preliminary measure, a careful reconnaissance of the several proposed routes by a scientific corps, and a report as to the practicability of making such a road, with an estimate of the cost of its construction and support.

For further views on these and other matters connected with the duties of the Home Department, I refer you to the report of the Secretary of the Interior. I recommend early appropriations for continuing the river and harbor improvements which have been already begun, and also for the construction of those for which estimates have been made, as well as for examinations and estimate preparatory to the country, and especially the advance of our population over new districts, and the extension of commerce may render necessary. An estimate of the amount which can be advantageously expended within the next fiscal year, under the direction of the Bureau of Topographical Engineers, accompanies the report of the Secretary of War, to which I respectfully invite the attention of Congress.

The cession of territory made by the late treaty with Mexico has recently extended our exposed frontier, and rendered its defence more difficult. That treaty has also brought us under obligations to Mexico, to comply with which a military force is requisite. But our military establishment is not materially changed, as to its efficiency, from the condition in which it stood before the commencement of the Mexican war. Some addition to it will therefore be necessary; and I recommend to the favorable consideration of Congress an increase of the several corps of the army at our distant western posts, as proposed in the accompanying report of the Secretary of War.

Great embarrassment has resulted from the effect upon rank in the army, heretofore given to brevet and staff commissions. The views of the Secretary of War on this subject are deemed important, and if carried into effect will, it is believed, promote the harmony of the service. The plan proposed for retiring disabled officers, and providing an asylum for such of the rank and file as from age, wounds, and other infirmities occasioned by service, have become unfit to perform the respective duties, is recommended as a means of increasing the efficiency of the army, and as an act of justice due from a grateful country to the faithful soldier.

The accompanying report of the Secretary of the Navy presents a full and satisfactory account of the condition and operations of the naval service during the past year. Our citizens engaged in the legitimate pursuits of commerce have enjoyed its benefits. Wherever our national vessels have gone they have been received with respect, our officers have been treated with kindness and courtesy, and they have on all occasions pursued a course of strict neutrality, in accordance with the policy of our Government.

The naval force at present in commission is as large as is admissible, with the number of men authorized by Congress to be employed. I invite your attention to the recommendation of the Secretary of the Navy on the sub-

ject of a re-organization of the Navy, in its various grades of officers, and the establishing of a retired list for such of the officers as are disqualified for active and effective service.—Should Congress adopt some such measure as is recommended, it will greatly increase the efficiency of the Navy, and reduce its expenditures.

I also ask your attention to the views expressed by him in reference to the employment of war steamers, and in regard to the contracts for the transportation of the United States mails and the operation of the system upon the prosperity of the Navy.

By an act of Congress passed August 14th, 1848, provision was made for extending post office and mail accommodations to California and Oregon. Exertions have been made to execute that law; but the limited provisions of the act, the inadequacy of the means it authorizes, the ill adoption of our post office laws to the situation of that country, and the measure of compensation for services allowed by those laws compared with the prices of labor and rents in California, render those exertions, in a great degree, ineffectual. More particular and efficient provision by law is required on this subject.

The act of 1845, reducing postage, has now by its operation during four years, produced results fully showing that the income from such reduced postage is sufficient to sustain the whole expense of the service of the Post Office Department, not including the cost of transportation in mail steamers on the lines from New York to Chagres, and from Panama to Astoria which have not been considered by Congress as properly belonging to the mail service.

It is submitted to the wisdom of Congress whether a further reduction of postage should not now be made, more particularly on the letter correspondence. This should be relieved from the unjust burden of transporting and delivering the franked matter of Congress, for which public service provision should be made from the Treasury. I confidently believe that a charge may safely be made, reducing all single-letter postage to the uniform rate of five cents, regardless of distance, without thereby imposing any greater tax on the Treasury than would constitute a very moderate compensation for this public service; and I therefore respectfully recommend such a reduction. Should Congress prefer to abolish the franking privilege entirely, it seems probable that no demand on the treasury would result from the proposed reduction of postage. Whether any further diminution should now be made, or the result of the reduction to five cents, which I have recommended, be first tested, is submitted to your decision.

Since the commencement of the last session of Congress, a postal treaty with Great Britain has been received and ratified, and such regulations have been formed by the Post Office Departments of the two countries, in pursuance of that treaty, as to carry its provisions into full operation. The attempt to extend this same arrangement, through England, to France, has not been equally successful; but the purpose has been abandoned.

For a particular statement of the condition of the Post Office Department, and other matters connected with that branch of the public service I refer you to the report of the Post Master General. By the act of 3d March, 1849, a Board was constituted to make arrangements for taking the seventh census, composed of the Secretary of State, the Attorney General, and the Post Master General; and it was made the duty of this Board "to prepare and cause to be printed such forms and schedules as might be necessary for the full enumeration of the inhabitants of the United States; and also proper forms and schedules for collecting, in statistical tables under proper heads, such information as to mines, agriculture, commerce, manufactures, education, and other topics, as would exhibit a full view of the pursuits, industry, education, and resources of the country." The duties enjoined upon the Census Board thus established having been performed, now rests with Congress to enact a law for carrying in effect the provision of the Constitution which requires an actual enumeration of the people of the United States within the ensuing year.

Among the duties assigned by the Constitution to the General Government is one of local and limited application, but not on that account the less obligatory; I allude to the trust committed to Congress, as the exclusive legislator and sole guardian of the interests of the District of Columbia. I beg to commend these interests to your kind attention. As the National Metropolis the city of Washington must be an object of general interest; and, founded as it was under auspices of him whose immortal name it bears, its claims to the fostering care of Congress present themselves with additional strength. Whatever can contribute to its prosperity must enlist the feelings of its constitutional guardians, and command their favorable consideration.

Our Government is one of limited powers, and its successful administration eminently depends on the confinement of each of its co-ordinate branches within its own appropriate sphere. The first section of the Constitution ordains that "all legislative powers therein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives." The Executive has authority to recommend (not to dictate) measures to Congress. Having performed that duty, the Executive department of the Government cannot rightfully control the decision of Congress on any subject of legislation, until that decision shall have been officially submitted to the President for approval. The check provided by the Constitution, in the clause conferring the qualified veto, will never be exercised by me, except in the cases contemplated by the fathers of the Republic. I view it as an extreme measure, to be resorted to only in extraordinary cases—as where it may become necessary to defend the Executive against the encroachments of the legislative power, or to prevent hasty and inconsiderate or unconstitutional legislation. By cautiously confining this remedy within the sphere prescribed to it in the coterminous expositions of the framers of the Constitution, the will of the people, legitimately expressed on all subjects of legislation, through their constitutional organs, the Senators and Representatives of the United States, will have its full effect. As indispensable to the preservation of our system of self-government, the independence of the Representatives of the States and the People is guaranteed by the Constitution; and they owe no responsibility to any human power but their constituents. By holding the Representative responsible only to the People and exempting him from all other influences, quickens his sense of responsibility to his country. It is under these circumstances only that the elector can feel that, in the choice of the law-maker, he is himself truly a component part of the gov-

ernment of the nation. With equal care we should study to defend the rights of the Executive and Judicial departments. Our Government can only be preserved in its purity by the suppression and entire limitation of every claim or tendency of one co-ordinate branch to encroachment upon another. With the strict observance of this rule and the other injunctions of the Constitution; with a sedulous inculcation of that respect and love for the Union of the States which our fathers cherished and enjoined upon their children; and with the aid of that over-ruling Providence which has so long and so kindly guarded our laws and our institutions, we may reasonably expect to transmit them with these innumerable blessings to the remotest posterity.

But attachment to the Union of the States should be habitually fostered in every American heart. For more than half a century, during which kingdoms and empires have fallen, this Union has stood unshaken. The patriots who formed it have long since descended to the grave; yet still it remains, the proudest monument to their memory, and the object of affection and admiration with every one worthy to bear the American name. In my judgment, its dissolution would be the greatest calamities, and to avert that should be the study of every American. Upon its preservation must depend our own happiness and that of countless generations to come. Whatever dangers may threaten it, I stand by it and maintain it in its integrity, to the full extent of the obligations imposed, and the power conferred upon me by the Constitution. Z. TAYLOR. WASHINGTON, December 4th, 1849.

THE CAROLINA WATCHMAN.

Salisbury, N. C. THURSDAY EVENING, JANUARY 3, 1850.

RAIL ROAD CONVENTION.

We trust the friends of the Rail Road enterprise will not forget that next Saturday is the day appointed for the holding of a Convention in this County. The meeting will take place at the Court House in this Town. The object of it is to raise the remainder of subscriptions necessary to ensure the success of the work. Rowan has done well so far: has shown that she is not indifferent on the subject; but on the contrary, that she regards the enterprise as one of great importance in the various aspects in which it may be viewed. But these remains yet much to do, and we know there is a strong conviction that we should do more. All those who have taken stock are satisfied on this point: They have, many of them, done all they can with safety. They want those neighbors and citizens who have all along stood aloof now to come forward and help. Will they do so? We feel assured that they will. They are, many of them, well convinced of the necessity of the improvement: they feel the want of it almost every day of their lives, and are destined constantly to suffer inconvenience and heavy losses until it shall be made. Now is a most auspicious time to push it forward: and if those concerned shall neglect to improve the present opportunity they will regret it for many a year to come. Now is the day and now is the hour. Come to the Convention.—There will be many people here it is hoped—several distinguished gentlemen from abroad, and able addresses may be expected.

PRESIDENT'S MESSAGE.

We rejoice to have it in our power to present to our readers the Message of President Taylor, to the two houses of Congress now in session. It will be found to be a very plain statement of facts—nothing more. Like his despatches, while commanding our army in Mexico, Gen. Taylor tells what he has to tell and stops when he has done; and there is no attempt at grand rhetorical flourishes.—His style of writing, while in Mexico, was universally admired and praised, both by Whigs and Democrats. The same simple, straight forward style is discoverable throughout the Message. And yet, while this is so, the democratic papers are teeming with criticisms,—as unjust as they are ill-natured. But all this amounts to nothing except so far as it shows that the democratic party want to get into power again. The people of the Country will find in the Message sufficient evidence to satisfy them that the capacity of their President is equal to the task they have imposed upon him; and that while they have such a man at the head of the Government there is no need, so far as he is concerned, to fear for the safety of the Republic. President Taylor here shows the practical turn of his mind; and the warmth with which he alludes to the Union and its preservation, will find a prompt response in the heart of every true friend of the Country.

Melancholy Death.—We learn from a gentleman who was in the neighborhood at the time, that Mr. John Caldwell, a citizen of Mecklenburg county, near Beattie's Ford, was found dead in the woods near his residence on the night of the 19th ultimo. It is supposed that his death was caused by the rupture of a blood vessel. He had been an invalid with some breast complaint for years before.

SPEAKER ELECTED.

The House of Representatives, on the 22d ult., elected Mr. HOWELL COBB, of Ga., as Speaker of that body, by a plurality of votes—a majority being impracticable.

We learn from a gentleman who has travelled over that portion of the Plank Road now completed, that there is considerable embarrassment experienced by wagons passing each other. The road is a single track of eight feet width; and one or the other of up and down teams must necessarily run off the road to allow the other to pass. If the loading is not calculated with a view to encountering the hard draw of regaining the track, by either ascending a steep grade or drawing through a deep bank of sand, the wagoner is in a fix. Our informant is of opinion that unless this difficulty is remedied, the utility of the Plank Road will only be productive of vexations; and that market men will never travel it but once. Will the Fayetteville papers tell us of the proposed remedy in the case.

THE COMMERCE OF WILMINGTON.

The commerce of this Town has increased within the last few years, even more than its population. But a few days ago, a Russian vessel was cleared from this port with an assorted cargo of North Carolina produce, for a port in Germany, by Mr. H. B. Eilers. We are indebted to that gentleman for the following memorandum of Foreign vessels which have cleared at this port since the middle of June 1849, for foreign markets: June 14th German Schr. Flora, Captain Peate, Cork or market, by Jeffries & Leighton. 20. German Brig Triton, Raige, Cork or market, by Jeffries and Leighton. 24. German Brig Gesine, Raibe, Buenos Ayres by Potter & Kidder. Aug. 1. Oldenburg Brig Orion, Cornelius, Amsterdam, by DeRosset & Brown. Sept. 21. German Brig Industrie, Lauge, Amsterdam, by DeRosset & Brown. 22. German Galliot Gazelle, Thuker, Bremen, by Anderson & Latimer. Nov. 10. Russian Brig Leban, Summers, Bremen, by H. B. Eilers.

We see no good reason why our merchants do not offer ship direct to Liverpool, Havre and other European Markets. Our staples, Rice, Lumber, Naval Stores &c., are all articles of European demand. The expenses of transhipment at New York and Boston, including unloading, loading, commissions, port charges, double insurance, &c., must greatly diminish the profits of a cargo; whilst on the other hand we cannot perceive one single advantage, except quicker returns of cost of cargo. It is gratifying to perceive a decided growth in this branch of the commerce of Wilmington, and as capital increases here, it must continue to grow. Generally, the commerce of Wilmington is in a very flourishing condition. We hear it stated that the shipping arriving and clearing at this port, exceeds in amount of tonnage, that at Norfolk, Richmond and Petersburg combined. The accuracy of this we have no means of ascertaining, but shall refer to the forthcoming Treasury Report for information. The continual struggle of this community to create a city worthy of the State, an Emporium of North Carolina, such as Charleston is for our Southern sister, deserves to awaken a kind feeling and a generous interest throughout the State.—Wilmington Aurora.

The Free Soil Party in Congress.—The National Era, the anti-slavery organ in Washington, and of course well informed on this subject, thus notices the individuals composing the Free-Soil party in Congress! "The roll was called four times on Monday, but the House failed to elect a Speaker. The Free-Soilers distinctively counted nine votes, and, besides these, five were constantly given by Free Soil Whigs and Democrats in opposition to the caucus nominees. It was apparent that there was a body of fourteen men determined to make Opposition to Slavery in the Territories of the United States, a test, just as the slaveholders had determined to make Opposition to Slavery-Restriction a test. With Julian and Palfrey, the number would have been sixteen. Cleveland, Booth, Peck, King, and Wilmot are Democrats; Tuck and Durkey, were originally Democrats, then Liberty men; Howe was a Whig, then a Liberty man; Crowell and Campbell are Whigs; and Giddings, Root and Allen belonged to the same party till the nomination of General Taylor.

Of the fourteen, King, Wilmot, Allen, Giddings, Root, Truck, Durkey, Howe—eight in all constitute properly the Free-Soil Party in the House. Perhaps we may add to this number, Booth and Sprague—it is doubtful."

Arrest of absconding Slaves.—We find in the Norfolk Herald of Saturday the subjoined account of the delivery at that place of two slaves, belonging to gentlemen of this town, who tried to make their escape to the North by sea. Capt. Smith is certainly deserving of a substantial reward, as well as great praise, for his ready and judicious action under the circumstances.—Wil. Chron.

Eloping Slaves Detected.—Yesterday morning, the Schooner Minerva Wright, Smith, from Wilmington, N. C., bound to New York, put into this port to land two young colored men, slaves, who had been found concealed in the hold. They were delivered over to an officer and taken before the Mayor for examination. Capt. Smith stated that he sailed from Wilmington on the 25th ult. On Tuesday morning last, the 4th inst., being off Little Egg Harbor, (within 70 miles of New York,) heard some one call out from the hold, "water! water!" and soon after discovered two persons hid in the space between the cotton bales which composed the cargo, and the deck ceiling. Finding they were slaves, he immediately put his vessel about and steered for Norfolk, being

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