



TARBORO JOURNAL

SATURDAY, AUG. 19, 1837.

ELECTION RETURNS.

'Not so bad but it might have been worse.'

The vote of Tyrrell county has been received, and it is now ascertained that Mr. Stanly's majority over Gen. Wilson in this Congressional district is ONLY 666—123 more than Mr. Pettigrew obtained over Dr. Hall in the last election.

Table with 2 columns: Candidate Name and Vote Count. Includes L. D. Wilson, E. Stanly, Edgecombe, Pitt, Beaufort, Hyde, Washington, Tyrrell.

Maj. for Stanly, 666. The above is not the official statement, which has not been yet received—but we believe it to be correct.

We subjoin the vote given in 1835, in the contest between Dr. Hall and Mr. Pettigrew:—

Table with 2 columns: Candidate Name and Vote Count. Includes Edgecombe, Pitt, Beaufort, Hyde, Washington, Tyrrell.

Maj. for Pettigrew, 543. In the Wake district, Mr. Montgomery (Rep.) is re-elected by 191 majority.

In the Fayetteville district, Mr. Deberry (Whig) is re-elected.

In the Wilmington district, Mr. McKay (Rep.) is re-elected, majority not stated.

In the Caswell district, Mr. Shepherd (Whig) is re-elected by 180 majority.

The waters in this vicinity, which presented such a threatening aspect towards the close of last week, have subsided—and we are happy to add that, comparatively speaking, but little damage has been sustained.

Petersburg Rail Road.—We are gratified to observe that additional facilities and conveniences are afforded to travellers, by the energetic and indefatigable President and Directors of the Petersburg Rail Road Company, as will be seen by an advertisement in this paper—which we are well assured will be met by a corresponding increase of patronage.

We find the following amongst the recent decisions of the Supreme Court of this State:—

Haywood adm. v. McNair, from Edgecombe, affirming the judgment below.

Baird v. Brady, from Edgecombe, affirming the judgment below.

The Raleigh papers contain a statement of the condition of the Bank of the State, on the 22d ult. It does not vary materially from that of the 20th May last, which we published—the amount of bills of exchange has been since reduced about one-half, say \$350,000; the Notes in circulation diminished about \$150,000; and the specie increased nearly \$17,000.

Outrage.—We are informed that a party of Whigs, on Sunday morning last, hung Mr. Montgomery, the Democratic Republican candidate elect from this district, in effigy, at Chapel Hill. Comment is unnecessary.

Raleigh Standard.

Cherokee Indians.—The Rutherfordton Gazette of the 9th inst. informs us that difficulties are apprehended with the Cherokee Indians in this State. As the time is drawing near for their removal to the West, they express great dissatisfaction and declare they will not remove.

Remarkable Providence.—The dwelling of the Rev. William Brabston, near Elizabeth Town, Bladen county, N. C. was struck by lightning, on the evening of the 31st ult. It descended the chimney and entered a room, in which were the family of Mr. B. his wife, her two sisters, four children and a servant, the latter of whom was thrown with such violence against a bedstead as to cut a deep gash on her head.

We learn from a letter to the Hon. M. T. Hawkins, that Arthur Macon, formerly of this county, was killed in Florida on the 24th ult. by a man named Walker. It appears that Walker and his two brothers had got into an affray with a young Mr. Haughton, a nephew of Mr. M.'s; that he (Mr. Macon) went to the assistance of his nephew, when he received a stab which caused his death in a few hours.

Warrenton Rep.

The steamer James Adams, of Charleston, arrived at 12 o'clock yesterday morning. She is placed on the line of the Wilmington and Roanoke Company, in the place of the steamer Boston, which is now undergoing some extra repairs.

Wilmington Adv.

Dreadful Disaster on the Portsmouth Rail Road—and loss of Lives.—We gather the following particulars of a dreadful disaster from the Norfolk Herald.

It appears that the regular daily train left Portsmouth on Friday morning, 11th inst. at 8 o'clock, with thirteen passenger and other cars, and nearly 200 passengers, the greater portion of whom composed a party of pleasure from the counties of Southampton, Isle of Wight and Nansemond, who had come down the previous day, and been on a steamboat excursion, to Old Point Comfort, &c. and were returning to their homes.

with 15 cars heavily laden with staves, which most necessarily pass the passenger train at one of the turn-outs above Suffolk.

When the locomotive of the passenger cars had reached the curve, and while the whole train was on the embankment (which at that place is at a greater elevation than at any other on the whole line, being 35 feet high.) the lumber train suddenly appeared in sight, sweeping down the curve! having improperly left the turn-out above, without waiting the arrival of the regular train! The engineer of the passenger train promptly stopped the locomotive; but he of the lumber train was either unable (owing to its being on a descent) to stop his, or did not see the danger in time, for his engine drove furiously on against that of the passenger train, forcing it back upon the first car, which was driven against the second, the second against the third, and the two latter were crushed to pieces in the dreadful concussion.

The greatest havoc, however, was in the second car, the first having been lifted from the rails and propelled over it, raking it as it were, fore and aft, and crushing to death or horribly maiming the passengers who remained within it! We must leave it to the imagination of the reader to depict the petrifying horrors of that awful moment, and of the scene which ensued! Many who were young and active leaped from the cars and rolled down the embankment, at the hazard of life or limb. A gentleman who was casually seated next to a young lady in the second car, saw the coming death, and warned his fellow passengers of it—he could do no more—then sprang down the embankment. As soon as he was upon his feet he looked up—it was all over, and she who had sat beside him within the passing moment, lay a mangled corpse upon the seat which he had left!

Yet only three met with instant death! That the number was not greater under such perilous circumstances, is indeed wonderful. And strange as it may seem, the first car and the passengers in it escaped uninjured!

Those killed were Miss Elizabeth McClenny, daughter of Mr. John McClenny, of Nansemond; Miss Margaret Roberts, daughter of David Roberts, Esq. of Isle of Wight, and Miss Jimima Ely, daughter of Mrs. Martha Ely, of the same county, who was herself dreadfully hurt!

Two of these young ladies were soon to have entered the married state. The accepted of one of them was by her side when the death blow came upon her, and he could have escaped unhurt by leaping from the car, which he said he refused to do unless he could have saved her. He remained in his seat therefore, and received such injury as he will probably never recover from. The young gentleman to whom the other was engaged came to the scene a few hours after the accident occurred, and by the expression of his grief too well told the wounds of his heart.

The accident occurred within 100 yards of the residence of Mr. Richard Goodwin, where the dead and wounded were carried.

The Directors of the Company, upon hearing of the disaster, proceeded with an engine forthwith to the house of Mr. Goodwin, accompanied by several physicians. When they left the engine, it returned to Suffolk for wood and water, propelling before it the coach in which they had come up. When within 100 yards of the watering place, the coach and engine passed over Mr. James Woodard and Mr. Richard Oliver, two citizens of the neighborhood, who were walking on the track, and so mangled them that the former died almost immediately and the latter is so badly injured that he cannot possibly recover. This accident was wholly unavoidable—the engineer could not see, thro' the darkness, (having a large passenger coach before him,) that the unfortunate men were in his way; and they by the same cause, together with the pattering of a heavy

shower of rain falling at the time, were rendered unconscious of the approach of the train until they were struck down.

The day's disasters are stated as follows: 4 killed, 13 severely wounded, 25 or 30 slightly.

From all that we can learn, there is not the shadow of cause to justify complaint against the agent and engineer of the passenger train. The whole blame rests on the agent of the lumber train, whose duty it was to have detained it at the turn-out above Suffolk, until the passenger cars, passing at their regular hour, had gone by. But he is in the hands of the law, and there let us leave him.

A General Convention of the representatives of business men from different portions of the country, without distinction of party, assembled at Philadelphia on the 2d inst. for the purpose of a full and candid exchange of sentiment and thorough investigation of causes and effect, of the present depressed condition of our business community. The proceedings were conducted with great unanimity. The following we find amongst the resolutions adopted by the Convention:—

Resolved, that among the causes of the ruinous results in which the business, the enterprise, the industry, and we may add, the happiness of the country are involved, are the withdrawal of a large amount of money collected for the public use, from its ordinary business channels, and the consequent interruption of the usual facilities for the fulfilment of commercial engagements. The distribution of a portion of the public revenue among the States, as imposed by the act of Congress, at points remote from the places of its collection. The excessive issues of bank paper and the consequent abuse of bank credit, the extensive and rash contracts in the purchase of lands, city lots, stocks & other property, which those of limited resources, in their zeal "to make haste to be rich," have engaged—the neglect of a suitable attention to that most useful and honorable employment, the cultivation of the soil, and as a consequence, the importations of large quantities of bread stuffs—the great excess of importations above our exports, and in this way, the contracting of large foreign debts, the payment of which requires the withdrawal of a correspondent amount of funds from the ordinary channels of business from home; the idleness, luxury and extravagance in which too many have indulged—the intense political excitement which has pervaded all parts of the country, and has subjected every public measure to the test of its probable effect upon party influence, and by which the moneyed insinuations of the country and the ordinary pursuits of business men have been involved in the violence of party conflicts.

Resolved, that GOLD and SILVER coin, constitute the only constitutional standard for the exchangeable value of property; and the issuing, or continuing as a general currency, Bank paper, which is not redeemable at all times and unequal in its effects upon the people, and subversive of the best interests of the community.

Resolved, that the substantial blessings which a bountiful Providence is now showering upon the fields of our agricultural brethren, warn us as it were in the silent and eloquent language of inspiration, to leave the delusive mazes of speculation with which all branches of trade have been mixed up, and return to the practice of industry and economy, and to the enjoyment of their solid rewards.

The Cholera.—That dreadful scourge of modern times, is raging in South America to a fearful extent. A letter dated the 23d ult. from St. Juan, in Central America, gives a frightful picture of

its ravages all along the west coast. Between the 4th and 30th May, 600 victims had fallen beneath its blighting touch.

N. O. True Am.

Robert L. Stevens, Esq. has imported 15 blooded horses, which recently arrived at New York in the barque Sardis from Liverpool.

Washington Market, Aug. 15.—Turpentine, new dip, \$1 75;—Old \$1 60.

Tar, \$1 10.—Whig.

Petersburg Market, Aug. 29.—Cotton—the market is about the same for the article as last quoted. Strictly prime quality is scarce; and such would command 11 cts. Good parcels, 10 to 10 1/2 cts. at which sales are making.—Con.

MARRIED. In Nash county, on Tuesday evening 8th inst by Rev. Amos J. Battle, Mr. Bennett Bunn, Jr. to Miss Sarah Eliza Sims, daughter of Mr. H. Sims.

DIED. In this county, on Sunday last, Mrs. Mary Pender, wife of Col. Joshua Pender—leaving an affectionate husband and seven small children to mourn their loss.

Also, on the same day, Mrs. Leggett, wife of Mr. Levin Leggett—leaving a disconsolate husband and a large family of children to lament this afflictive dispensation.

Prices Current, At Tarboro' and New York

Table with 3 columns: Commodity, Price per unit, and Location (Tarboro' or New York). Includes Bacon, Beef, Butter, Coffee, Corn, Cotton, Flour, Iron, Lard, Molasses, Sugar, Salt, Turpentine, Wheat, Whiskey.



Rail Road Notice.

PASSENGERS going North, and especially those who desire to pass through Washington and Baltimore, or to visit the Virginia Springs, are respectfully informed, that a TRAIN OF CARS with the Mail and Passengers from Tarboro' via Halifax, leave Blakely regularly three times a week, running thro' to Petersburg and Richmond in time for the Western

Line of Stages.

Through Lynchburg and Charlottesville and Staunton, and for the Daily Mail train of the Richmond and Fredericksburg Rail Road, arriving by this line at Washington to dinner and in Baltimore by 3 o'clock in the evening.

Passengers who take the Wilmington and Halifax Line.

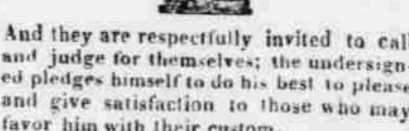


Will find the route by the Petersburg Rail Road the most certain and agreeable and although the Mail Train of Cars, leave but three times a week, yet almost every day an Engine with a train by which Passengers can be conveyed; leaves Blakely and arrives at the junction with the Greensville and Roanoke Rail Road in good time to take the Daily Express Mail Line for the North, which connects at Petersburg with all the fast Northern Lines of Rail Road, steamboats or stages.

OFFICE PETERSBURG RAIL ROAD CO. 14th Aug. 1837.

Notice.

NORTHERN and SOUTHERN Travellers will find good accommodation and prompt attention at the Blakely Hotel,



And they are respectfully invited to call and judge for themselves; the undersigned pledges himself to do his best to please and give satisfaction to those who may favor him with their custom.

The CARS of the Petersburg Rail Road, Leave this almost every day and regularly on Mondays, Wednesdays and Fridays in time to connect with the Cars which carry the Great and Express Mails, and the public may be assured every thing shall be done for their comfort and accommodation, which it is in the power of the undersigned to do.

Jas. W. E. Butts Blakely Depot, Northampton, N. C. 14th Aug. 1837.



Notice. GREAT SALE At Auction, Bensboro' Pitt County, N. C.

PURSUANT to a Deed of Trust, made and recorded to us by JOHN A. ATKINSON, for certain purposes therein stated, the same being on record in the Register's Office for the county of Pitt—Bensboro', on Tuesday, the 19th day of September next.

The whole of the Stock of GOODS,

Which may then be on hand, as consigned to us in said Trust, and all the other property of said Atkinson, not before disposed of. The Stock of Goods is large and almost every article of necessity, as well as of fancy—Among which we will name a few—

DRY GOODS. Broad Cloths, variety of qualities and colors. Buckskin Casimires, Sattinets, Vestings, assorted. Black and colored Silks, Cottons, and Muslins. A general assortment of plain and figured Prints, Ginghams, Furzeins, Calicoes, red and white Flannels. Cereusins all colors. Together with Domestic, Blacking, Handkerchiefs, Pocket and Laces, Ribbands, &c. &c.

Men's and Boys' HATS. A large assortment of all qualities of SADDLES and BRIDLES, &c.

Gent's and Ladies' SHOES. Of all sorts and qualities, in great variety. MEDICINES, a very general assortment.

Hardware and Cutlery.

Knives and Forks, Axes, Augers and Chisels, Knives, Hand saws, wrenches, Hoes, Spades and Shovels, &c. &c. in great variety. CA-TINGS—Pots, Ovens, spoons, skillets. CROCKERY—Plates, Dishes, Bowls, Trenchers, &c. GLASS WARE—Dishes, Decanters, Tumbblers, Cans, Candlesticks, Lamp glasses, &c. &c. SALT, White Sugar, Coffee, Tobacco, Snuff, Powder and shot, and Guns.

Bacon, Pork and Cattle.

Two fine gear Horses, one Barred and Harrows, one sulky, two Carting Horses and Pigs.

Household & Kitchen Furniture.

Consisting of one mahogany Sideboard, do. dining Table, two side do. one wash stand, &c. &c. too tedious to mention. We shall continue to sell privately until Thursday, the 7th day of September next, when we shall lay aside the business and make preparations for the final sale. The sale will continue from day to day until all is sold. It will be one in which the farmer for his own consumption, as well as the merchant who again will find to their interest to purchase. TERMS—Three months credit will be given on all sums over Ten Dollars, notes with approved security will be required, bearing interest from the day of sale. For all sums under \$20, cash will be taken. All those indebted to the said estate will come forward and make immediate payment, for no indulgence will be given.

RICHARD E. HIEVES WM THIGPEN August 14, 1837.



Committed.

TO the Jail of Edgecombe county, on the 12th August inst. a negro man supposed to be a runaway, named

ARTHUR,

Apparently about 21 years of age, dark complexion, and 5 feet 6 or 7 inches high. Said negro says he belongs to Mr. James Saunders, of Gatesville, Gates county, N. C. and was employed by Mr. Cooper on the Wilmington Rail Road. The owner of said negro is requested to come forward, prove his property, and charges and take him away, or he will be dealt with as the law directs.

BENJ WILLIAMS, Jailor. Aug. 17, 1837.

Notice.

FOR SALE, at Tarboro', the following works, by Jas. Oshburn: Old School Sonnets, price Present Dark and Sickly State of the Church of Christ. Fac Simile, or the Religion of New England portayed. Tidings of Joy from the Hill of Zion. Also, The Bondage of the Will, (translated) by Martin Luther. North Carolina or northern in general, as received in payment. Aug. 4 July, 1837. Unfield 1837.