



TARBOROUGH,

SATURDAY, OCT. 28, 1837.

CONGRESS.

This body adjourned on Monday, the 16th inst. to meet again on the 1st Monday in December next. On the preceding Saturday, a motion was made in the House of Representatives to lay the Sub-Treasury bill on the table, which motion prevailed by a majority of 13, (instead of 23, as stated in our last.)—ayes 126, noes 107. The entire Democratic part of the delegation from this State supported the measure, and the Whigs opposed it. We would gladly have seen Congress give its sanction to this 'expedient,' as it has been termed, for we view it to be far less exceptionable than either the National or State Bank systems—but, as some of the friends of the Administration appear to doubt its efficacy, the most prudent course probably has been adopted, in deferring the final decision upon the subject until the next regular session of Congress. The following are the measures perfected during this extra session, which continued 43 days:—

LIST OF ACTS

Passed at the first session of the twenty-fifth Congress.

An act to postpone the fourth instalment of deposits with the States.

An act authorizing a further postponement of payment upon duty bonds.

An act for adjusting the remaining claims upon the late deposit banks.

An act to regulate the fees of the district attorneys in certain cases.

An act for the relief of D. P. Madison.

A bill to authorize the issuing of Treasury notes.

A bill making additional appropriations for the suppression of Indian hostilities for the year one thousand eight hundred and thirty seven.

A bill to continue in force certain laws to the close of the next session of Congress.

A bill to amend an act entitled "An act to provide for the payment of horses lost or destroyed in the military service of the United States," approved January 18, 1837.

Resolution directing the postage on letters sent by the Express Mail to be paid in advance.

Bill to separate the Government from the Banks.—This measure, as it will be seen, has been laid on the table until the next session, Mr. Clark of New York proposing the postponement, as he said, not to defeat it, but to consult the wishes of his constituents. This appeal was successful with some ten or a dozen of the democratic members, and the whole opposition uniting with them in a body, the postponing proposition was carried by a vote of 120 to 107. If the privileged question to lay on the table had not prevailed, the bill would have been carried by a majority (as was ascertained by the declaration of several members who voted for the postponement) of three votes. The substitute offered by Mr. Garland, to recognise the State banks again and their paper, on resuming specie payments, as the agents and means of the Treasury, was repudiated by a stronger vote in the House than it was in the Senate, when submitted by Mr. Rives. It received only seventy-three in the House out of two hundred and forty. The seventy-three votes were composed, with the exception of six or eight, of members avowedly hostile to the State bank

system. The federalists who voted with the six or eight conservatives for a return to the State bank system, are the open advocates of the national bank as the Treasury power and balance wheel of the country. They would only recur to the scheme of Messrs. Rives and Garland as one which would again fail, and end in establishing a national bank.—Globe.

Mr. Jefferson to Mr. Macon.—In a letter recently published, derived from the papers of the late venerable Nathaniel Macon, we have Mr. Jefferson's opinion of the State of things existing in 1819. All know that the visitation of 1819 was but one of those periodical calamities which the banks, when allowed to issue an irredeemable currency of paper, bring upon the country. Like the coming of the locusts, once at least in every seven years, we have a flight of such bank notes, which devour the fruits of the earth—sting the fruit trees, and lay their eggs, which produce a succession of caterpillars—these, in turn, destroy the verdure of the land, and, after borrowing in the earth for a winter or so, swarm out again, and fill the air with their horrible croakings.

It was during the great flight of 1819, begotten between the Bank of the United States and the State banks, that Mr. Jefferson thus expressed himself to Mr. Macon:

"There is, indeed, one evil which awakens me at times, because it jostles me at every turn. It is that we have no measure of value. I am asked eighteen dollars for a yard of broadcloth, which, when we had dollars, I used to get for eighteen shillings. From this I can only understand, that a dollar is now worth but two inches of broadcloth. But broadcloth is no standard of measure or value. I do not know, therefore, whereabouts I stand in the scale of property, nor what to ask, or what to give for it. I saw, indeed, the like machinery in action in the years '80 and '81, and with out dissatisfaction; because, in wearing out, it was working out our salvation. But I see nothing in this renewal of the game of 'Robin's Alive,' but a general demoralization of the nation, a filching from industry its honest earnings, wherewith to build up palaces, and raise gambling stocks for swindlers and shavers, who are to close, too, their career of piracies by fraudulent bankruptcies. My dependence for a remedy, however, is in the wisdom which grows with time and suffering."—ib.

Proc. Money—Sub-Treasury.—The paper currency issued by North Carolina, immediately after the close of the revolutionary war, was unfortunately alluded to by Mr. Calhoun, in his speech on the currency, as an example of the soundness and stability of a Government currency. He had been advised that it "continued to circulate for more than twenty years, after the adoption of the Federal Constitution, at par with gold and silver." On this very material point, Mr. C's informant was widely mistaken. There were two emissions of this money—one hundred thousand pounds in 1783, and the same amount in 1785. It was, as stated by Mr. Clay, called Proc., an abbreviation of the authority under which it was put forth; and in four years after the last emission, it sunk fifty per cent. below par: so that in 1789, sixteen shillings, which ought to have been equal to two silver dollars, would, in fact, command but one!! notwithstanding it was, under the laws of the State, a lawful tender, and receivable at the Treasury in payment of the public revenues. Even after a provision was made for the redemption of this Proc. money by an arrangement with the old State Bank, which was chartered in 1810, it continued at a depreciation of 20 per cent.!!

Raleigh Star.

Thomas Wilson, of Burke County, in this State, has been appointed by the President of the

United States, by and with the advice and consent of the Senate, a commissioner under the 17th Article of the Treaty made with the Cherokee Indians, in 1835. Raleigh Register.

Contentnea Baptist Association.

This body held its annual session at Town Creek meeting house, in this county, on Friday, Saturday, and Sunday last. We had not an opportunity to attend its deliberations, business requiring our attention in another direction—but we learn with pleasure that a large concourse of people assembled, a number of excellent discourses were delivered, the weather was remarkably pleasant, and no untoward circumstance occurred to interrupt the ceremonies.

The Home—Further Particulars.

The Baltimore American gives the following particulars of the loss of the Home steam packet on our coast. It will be seen with deep regret that H. B. Croom, Esq. late of Lenoir county, in this State, his lady, three children, and Mrs. Camack, a near relative, are among those who found a watery grave.

"The Home made rapid progress after she left York, and had proceeded as far as to the southward of Cape Hatteras, when the wind, which had blown very freshly all Monday morning, 9th inst., increased to a gale about 2 o'clock, P. M., and caused the boat to labor very much. It was soon very generally manifest that her frame was not strong enough to withstand the violence of the sea, and we learn that she raised in the bow and stern at least three feet from her proper line. It is supposed that she leaked freely, for she soon settled so deep in the water as to render her wheels entirely useless, and her sails were then raised to run her on shore. About seven or eight o'clock, P. M. the water had quenched the fire under the boilers, and she continued nearing the land by means of her sails, until half past ten o'clock at night, when she struck the shore near Ocracoke, and immediately went to pieces! The passengers were now in the greatest confusion and alarm; some leaped over-board and were drowned in attempting to swim to land, while others possessed themselves of pieces of timber and floated ashore nearly exhausted with cold and fatigue. One of the gentlemen above mentioned informs us that he remained quietly on the fore-castle, and floated ashore on it after the boat went to pieces.

Mrs. Schroder, one of the two ladies who were saved, lashed herself to one of the timbers and reached the shore in safety. Mrs. Laoste, although a very feeble old lady, aged about seventy years, was safely dragged out of the surf—she is supposed to have been buoyed up by a settee. One of the passengers had on a life preserver, and got safely to land by its aid. The boat was entirely broken into fragments, and the few trunks which were washed on the beach next day, were more or less injured. Messrs. Rowland and Holmes remained at Ocracoke two days before they could get a conveyance to Norfolk. They state that about twenty bodies had been washed ashore and were buried before they left the beach, among them the bodies of two or three of the ladies."

"On referring back to the New York papers of the 9th instant, we find a list of the passengers who sailed from New York on the 7th in this ill-fated vessel, which we subjoin. In addition to those here named, there were some six or eight others who went on board just before the "Home" sailed, and who are not included in the list.

Passengers.—In the steam packet Home, sailed on Saturday for Charleston:—Messrs. C. C. Cady, J. Root, Tilston, J. Johnston, Jr., T. Smith, J. M. Roll, T. Anderson, James Chors, Van Leeze, J. D. Rolands, W. S. Reaz, Capt. Hill, Kennedy, C.

Drayton, Walker, Fuller, Cohen, Benedict, M. Cohen, A. Lovegreen, J. Holmes, J. Boyd, G. H. Palmer, H. C. Bangs, W. Whiting, Rev. J. Cowles, B. B. Hossey and lady, C. Willeman, H. B. Croom and lady, Miss Croom, Miss J. Croom, Master Croom, Mrs. Camack, H. Anderson, Wiley, Weid, O. H. Prince, Clock, J. Paine, A. F. Bostwick, Miss Levy, Miss M. Levy, Mrs. Whiting, Mrs. Hill, Miss Stow, Miss Robert, Mrs. Prince, Mrs. Boyd, Mrs. Faugh, Mrs. Flynn and two daughters, Mrs. Miller, Mrs. Levy, Mrs. Schoeder, Mrs. Bondo, Mrs. Riviere, Mrs. La coste, Mr. Desaybe, lady and servant, Mr. A. Desaybe, Mr. F. Desaybe, Capt. Saltus, Professor Nott and lady, C. Quin, Mr. Smith, Larocque, Broquet, lady, child and servant, P. Domingues, Labadie, Walton Hazard, Gamthers and Finn—83.

The Charleston Patriot throws the following additional light upon the causes of this dreadful disaster:

It is said that she was built by contract, under direction of Mr. Allaire, of New York, by Brown & Bell, of that city, first rate builders, and pronounced by judges in that city, too slight to go to sea; that her engine was an old one, which the owner having no use for, determined to build a boat in which it could be placed, and turned to profit—that her Engineer was the same individual, who, by his carelessness, caused the destruction of life in the William Gibbons, when her boiler exploded in the Harbor of New York, in 1835—that she was lost from mismanagement last Monday night, off Ocracoke Bar, her Captain being so intoxicated that her first officer Mr. Matthews, requested Capt. Salters to take charge of the boat—that she was run on shore under command of Capt. Salters—and that defective as was her construction, she could have safely made her voyage, or even been run on the beach during daylight on Monday, and the life of every individual on board saved. Let the facts be inquired into—and let public indignation visit, if penal provisions cannot reach, the sordid wretches—if these statements be true—who would thus trifle with human life, to put a few dollars in their pockets.

To the President of the Wilmington and Raleigh Rail Road Company.

Beaufort, S. C. Oct. 11, 1837.

Sir: I had a fine run to Charleston, and arrived there a little after 8 o'clock in the morning on Saturday. A few hours after I got in, a gale commenced from N. and E., and blew with great violence all Saturday night, and on Sunday morning it moderated, and cleared away finely. The wind shifted from the S. and W. At 4, P. M. on Sunday, I left Charleston for Wilmington, with every prospect of a good passage; but about 8 o'clock at night, (being about 20 miles to the N. and E. of Charleston bar,) a gale commenced again from N. E. increasing and blowing with tremendous violence, dark, thick, and heavy rain. The sea rose rapidly to a fearful height. There was no alternative, but to hold on as well as we could till day light—too dark and thick to make a harbor. I never saw such a sea on our coast before: the boat pitching, and plunging, and rolling in a most awful manner—the sea making a breach all over her. At 2 o'clock in the morning, our smoke stacks came down with a tremendous crash. We still kept up the steam as well as we could, and kept the Engineers at work, so as to keep the boat in the safest possible; but the sea making a breach in every part of the boat where it could enter, would sometimes drive the fireman from the furnace and almost extinguish the fire, with every exertion. The steam would frequently get so low, as to cause the Engineers to stop; then the boat would lose her steering way, fall off in the hollow of the sea, and roll so heavy, as to endanger the boilers being upset or

knocked out of place. At day light on Monday morning, I put her before the wind and sea, intending to make the first harbor. The gale and sea still continuing, at 10, A. M. made the land, and found we were to leeward of Charleston; and impossible to get in there, we crossed Port Royal Bar, and arrived here the same night. This place is about 40 or 50 miles to southward of Charleston. I find the boat is not injured materially. As soon as I can get wood, I shall return to Charleston and fix my smoke stacks, (new ones) and then to Wilmington. It was a tremendous gale, and for 14 hours it was extremely doubtful whether the Boston or any of her crew would ever reach shore in safety. I think I shall leave here to-morrow. I have now been 40 hours without sleep, drenched with sea and rain, and must close my letter.

Respectfully yours, THOMAS J. IVY.

From the Wilmington Advertiser. To the Citizens of Wilmington and its vicinity.

By the Wilmington Advertiser of the 13th, I observe a letter from Wm. H. Dundas, Esq., to the Post Master of this place, stating that a letter had been addressed by the First Assistant Post Master General, to Aaron Lazarus, on the 1st of August last, which letter it appears was in reply to the memorial that I had the honour of transmitting as your Chairman. As the suppression or neglect to make public such a document would on my part have been unjustifiable and disrespectful towards you, I beg leave to assure you, that no such letter has ever reached me; its miscarriage is regretted, and I should have taken much pleasure in communicating its contents.

On a recent visit to Washington, I had the honor of an interview with the Post Master General, when I understood him to express himself favourably disposed with regard to your memorial, but required the action of Congress in the matter. I take this opportunity to suggest the expediency of making an early application to the next Congress for the establishment of a Mail Line from the Roanoke to Charleston, by the way of Wilmington, when I flatter myself we may succeed, as the advantages which the route holds out must become manifest. I am, very respectfully, Your obedient servant, AARON LAZARUS.

The Weldon Bridge.—We started a few weeks ago, that the Cars would probably run over this Bridge in the course of a very few days. Although the Bridge is not quite finished, we understand that several Cars very heavily loaded, came across it on Saturday last; and we may expect in a very short time, to see the Norfolk Cars running into Halifax through the influence of steam, whereas they now run from this, to Weldon, by horse power.

Halifax Advocate.

Warren Superior Court.—Our Superior Court commenced its Fall Term on Monday last. There was but one case on the docket of much interest, that was the case of the State against Thomas Told who was charged with the murder of James Flinn. On Wednesday the prisoner was put upon his trial and was convicted of manslaughter. The Attorney General did not contend for a conviction for murder after hearing the evidence. The prisoner was sentenced to be branded and imprisoned for three months, and the first mentioned punishment was almost immediately inflicted in the presence of the Court. Both the prisoner and the deceased were Irishmen and laborers on the Rail Road. They were both intoxicated at the time of the fatal catastrophe. We mention this fact as a warning lesson to others. We need not add that Judge Nash discharged his duty in a manner honorable to himself and to the administration of Justice.—Warrenton Reporter.

Our Frontier.—A grizzly bear passed through our village a few days ago, and mentioned that while riding along the road, he was shot with a rifle ball and died. The deed had not been found out, it was universally believed, it was done by some of our Indians. Mr. P. was alone, at the time he was shot, and had stopped to look at a large stone supported from the limb of a tree, which overhung the road. He became alarmed, and rode briskly on two miles, after he received the wound. Several of the Indians were arrested on suspicion, but no positive proof had been obtained against them at the time our informant left. A blind was found near the road, and from the manner in which it was made, it is supposed that the murder was committed by some of the tribe. Our informant further stated, that they are making no preparations to remove; on the other hand, they are manifesting much dissatisfaction at the idea of leaving the country. From the many rumors about respecting their behavior, we apprehend that the whites will meet with considerable difficulty in effecting their removal. Some of them have publicly expressed a determination never to remove from the country, without they are compelled by absolute force. It may be correct, we will soon hear of their committing depredations upon the property of their white brethren.—Rutherford Gazette.

Washington Market, Oct. 24. Turpentine, new dip, \$2 20. Old \$1 80. Tar, \$1 50.—Whig.

Petersburg Market, Oct. 22.—Cotton—8 to 11 cents.—Int.



NEW AND SPLENDID Millinery, &c.

THE Subscriber is now opening a Fall Supply of Goods, which having been selected with care by herself out of the latest importations, enables her confidently to assure her friends and customers, that they cannot fail being pleased with them. Her assortment comprises

A GREAT VARIETY OF

BONNETS,

Silks, Satins, Felvets, &c.

Together with a large quantity of simple and fancy articles usually kept in millinery establishments—all of which she will sell at very low prices for cash, or on the usual credit to punctual customers. An inspection of the Goods is respectfully invited.

A. C. Howard.

Tarboro, Oct. 27, 1837.

A good Assortment of Family Groceries, Cotton Bagging and Gate Ropes.

FOR SALE BY

N. M. Martin & Donnan,

Old Street, Petersburg, Va.

They have taken a large & convenient

Brick Warehouse,

On the wharf for the Storage of Cotton



Sent to their care—how it will be entirely secure—as the house is unoccupied with any other building.

N. M. M. & D.

October 25, 1837.

State of North Carolina,

MARTIN COUNTY.

Court of Pleas and Quarter Sessions, OCTOBER TERM, 1837.

Henry Williams vs. Reddick White, Attachment—Levied on Land.

James Shaw vs. Reddick White, Attachment—Levied on Land.

It appearing to the Court, that the defendant in these cases resides without the limits of this State: It is therefore ordered, that publication be made in the Tarboro Press for six weeks, giving notice to the said defendant that his lands are levied on, and that an order of sale will be made at next term, unless he appear and show cause to the contrary.

Witness, Joseph D. Elges, Clerk of said Court, at Office, the second Monday of October, 1837.

JOS. D. ELGES, Clk.

Price adv \$2 50.