



The Tarborough Press,

BY GEORGE HOWARD,

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VARIETY.



From the Albany Evening Journal.

TO MY WIFE.

Dearest, blest, and brightest one,
Oh! could I see thee now,
My heart would light with pure delight
Upon thy lovely brow.
Thy long, indeed, since last we met,
And yet it may longer be;
And dearest one, I love thee yet—
Oh! say dost thou love me?
I have travelled many a mile, dear,
Through forests wild and free,
O'er flowing rills, o'er craggy hills,
With heart right merrily;
I have travelled the ocean dark and wide
Must dearly to see,
And oft, at night, with humble night,
I've breathed a prayer for thee.
I think I see thee lovely one,
Amidst thy children dear,
Listening to their little tales,
With a mother's watchful ear.
Thy youngest one doth gaze on thee—
Thy oldest with childish zest,
Plays like a star in the heavens afar,
Thy nature sinks to rest.
And now adieu my brightest one,
With thoughts upon thy shrine—
I pray that God be with thee, love,
And peace be ever thine.
And oh! the time when once again
We meet ne'er more to sever,
That happy day, like the sun's brightest ray,
Shall light this heart for ever.

TO A LADY,

Who hinted her wish for a new thimble and a copy of verses.
I send a thimble,
For fingers nimble,
Which I hope it will fit when you try it:
It will last you long,
If it's half as strong
As the hint which you gave me to buy it.

From the Raleigh Standard.

OUR TRIP.

We make no apology for giving our readers some observations relative to our visit to Wilmington, where may be always found a sample of good old North Carolina hospitality and kindness, as well as in the staunch Democratic counties of New Hanover, Duplin, and Sampson, through which we passed and passed. We make no apology, we say—for these observations relate to improvements, most of which are interesting to our citizens generally.

And first, as to the Wilmington and Raleigh Railroad. There are 55 miles of this road graded from Wilmington, in a continuous line, besides about 22 miles in detached pieces between the termination of the 55 miles and Waynesborough. Nearly all the heavy grading between Wilmington and Waynesborough is completed; the gaps that are to be filled in are mostly the light work. At the Roanoke end, the road is graded to Enfield, 12½ miles south of Halifax, and the superstructure nearly completed; this with the 7½ miles from Halifax to Weldon, already finished, will make 20 miles at the north end of the road, which will be in use by the middle of June, and probably earlier. At the Wilmington end, the rails are now laid and ready for the iron, for about 43 miles, and 10 miles more are in a state of forwardness, the timber being dressed and most of it laid down. The necessary iron is hourly expected, which can be spiked down at the rate of 1 mile per day. It is confidently believed that the road will be finished to the Duplin Court House road, before the expiration of the month of July next, and that a Locomotive and train will cross the Neuse by Christmas.

Of the steamboats owned by the company, we shall not attempt a description. We can give dimensions, speed, power, &c. but it is difficult to enumerate the various elegancies and conveniences of a modern steam packet. There are two packets, the Boston and the North Carolina. The Boston is 148 feet long; 28½ beam; and 9½ hold; burthen 380 tons, and draws 7½ to 8 feet water when loaded. She has

two engines with copper boilers, each 75 horse power, and finished in the best style of workmanship. The Boston has three cabins, besides state rooms, and can accommodate 300 passengers.

The North Carolina is 167½ feet long; 24 feet beam; 9½ feet hold; burthen 370 tons, and draws 5 feet water, when loaded. Her engine is 100 horse power, with copper boilers, &c. of the most approved construction. She has a ladies' and two gentlemen's cabins, besides the saloon and state rooms, and can accommodate 80 to 100 passengers.

At present, the boats run (between them) but two trips each week. Another boat similar to the North Carolina will be completed in July, when three trips per week, to Charleston, will be made. The North Carolina has been running since the 5th December last; and although the captain has positive orders to run no risks of bad weather, she has lost but two trips on her regular days.

The North Carolina cost nearly sixty thousand dollars; the Boston about forty-five thousand. The Boston has been out in two severe gales, and made a harbor each time without any difficulty.

The only buildings as yet erected by the company, are a machine shop, 150 by 40 feet, of brick, covered with slate; a temporary wooden building for blacksmiths and carpenters shops, and a wood shed. Other buildings will be erected as the road progresses. There are, as yet, but two locomotives on the road; but two others, manufactured in Richmond, Virg., are daily expected.

The habits of the operatives on this road, are strictly temperate; we think this an important matter; none but temperate persons should be trusted with the management of locomotives, steamboats, or stages. Were this universally the case, it is obvious that accidents would be much less frequent.

Business is unusually dull on the seaboard at this season, and in Wilmington it is uncommonly so at this time. There is, notwithstanding the "hard times," a marked improvement in the place, and a sober and discreet rise in the value of property. The Baptists have just completed a very neat edifice for public worship; and several private dwellings are going up.

North Carolina Copper Ore.—We have just been shown specimens of Copper Ore from the Harlan Copper Mine in Guilford county, N. C., that are most beautiful, and may be seen at the office of M. P. O. Hern, corner of Wall and Nassau streets. We understand it has been worked successfully for several years for gold, and recently for copper. The specimens spoken of above, come from an opening to the depth of 110 feet, and consist of the Yellow Pyrites, or as it is commonly called, "Yellow Copper Ore," yield upon analysis from 31 to 33 per cent. of metallic copper.

The mine, as far as it has been worked, presents an extensive mass or vein of this rich and beautiful ore, from three to twelve feet in thickness. The galleries are opened to the extent of 6 or 700 feet on the direction of the vein. Competent judges, accustomed to mining in England, have recently visited this mine, and pronounce it equal in value for the extent of the opening, to any in Europe or the world. They represent that all the indications are in accordance with the best mines in England. They find the same kind of primary and secondary formation in this mine, that uniformly characterize their rich deposits, which is blue and white slate, commonly called *Kellis* by the miners of Cornwall—and we have every reason to believe that copper mines found of this description, will be as enduring as mines found in the same formation in England.

We are happy to state that a company of enterprising individuals have purchased this valuable estate, with the determination of developing its resources forthwith. A large quantity of the ore has already been mined and brought to the surface, and is now on its way to England, where it will find a ready market. We can only say we wish them success.—*N. Y. Star.*

Information to Pensioners.—The Editors of the National Intelligencer having addressed a letter to Mr. Edwards, Commissioner of Pensions, requesting information concerning the forms used under late regulations for obtaining payment of pensions in arrears, have received from him in return a communication on the subject, from A. K. Parris, Esq. Comptroller of the Treasury, of which the following is the substance. The writer says, that no new forms are required under the act of April last; the only requisition being to follow the forms heretofore prescribed. Where the payment is to be made to an attorney, he must make oath as prescribed in the

circulars of June, 1833, that the power was not given him by reason of a sale, transfer or mortgage. No claim can be admitted by the accounting officers until it shall appear by a certificate from the Pension Agent on whose roll the name is, that some portion of the pension has remained uncalled for during eight months after its being due, which notification the Pension Agents have been requested to forward forthwith. Where a portion of the pension has been uncalled for eight months and a portion not, that part only which has so remained uncalled for during eight months will be paid by the accounting officer of the Treasury. Application for the residue must be made to the Pension office where the pension is payable.—*Balt. Pat.*

France.—General Cass, our Minister at Paris, has commenced a correspondence with Count Mole, in relation to a letter emanating from Martin du Nord, minister of commerce, in which that statesman says that, on account of the feelings and unsettled state of this country, nothing is safe. This has induced many of the French merchants to abstain from sending out goods to this country, which they were before disposed to do. General Cass is determined to have the matter fully explained. Count Mole has replied, but General Cass considers that reply extremely unsatisfactory.—*N. Y. Express.*

New York Internal Improvements.—Among the appropriations for Internal Improvements made by the New York Legislature during its recent session, are \$4,000,000, for the more speedy enlargement of the Erie Canal; \$3,000,000 in aid of the construction of the New York and Erie Railroad, this sum having been previously authorized in a manner less favorable to the company—\$300,000 to aid in the construction of the Catskill and Canajoharie Railroad; \$275,000 to the Oswego and Ithaca Railroad; and \$200,000 to the Auburn and Syracuse Railroad; being an aggregate of \$7,750,000.

American Stocks held abroad.—From a statement in the N. Y. Journal of Commerce, it appears that the following American Stocks are held in Europe, principally in England:

Louisiana Bank Stock and Bonds of the State,	\$22,000,000
Pennsylvania State Stocks,	16,000,000
do. U. S. Bank,	20,000,000
New York State,	4,500,000
do. City,	1,500,000
Alabama State,	4,500,000
Mississippi do.,	2,000,000
Ohio do.,	3,500,000
Maryland do.,	3,000,000
Virginia do.,	2,000,000
Illinois do.,	2,000,000
Indiana do.,	4,000,000
Florida Territory,	1,500,000
Farmers' Loan and Trust Co. 5 per cent. bonds,	3,000,000
New York Life Insurance and Trust Company do. do.	1,500,000
American do. do. do.	1,000,000
Mississippi Bank Stock,	1,000,000
Tennessee do. do.	800,000
Delaware and Raritan Co. and Camden and Amboy R. R. Co. bonds,	2,000,000
Miscellaneous Stocks and Securities,	14,200,000
	\$110,000,000

The interest on all the State stocks, since the suspension of specie payments, has been paid in specie, or its equivalent, except those of Pennsylvania, Virginia, and Mississippi.

National Jockey Club.—First Day.—Match race between Col. Heth's chestnut horse Decatur, by Henry, and O. P. Hare's chestnut mare Fanny Wyatt, by Sir Charles, twenty thousand dollars, four mile heats. Won by Decatur.

First Heat.—Time 7 minutes 45 seconds; won with ease. The best time, by five seconds, ever made on the course.

Second Heat.—The mare pulled up at the end of the third mile, therefore not timed.—*Nat. Int.*

Races—Union Course, Mile Heats.—The \$40,000 purse agreed upon four years ago by forty individuals (each subscribing \$1000) on the produce of their respective three year old studs, came off yesterday. Five Horses were entered, and a great concourse attended. Mr. John C. Stevens' Fordham, won without a struggle. *N. Y. Star, May 1.*

Patent Bee Hive.—We lately copied from the Richmond Whig, an interesting notice of a new Bee Hive, the model of which was then exhibited in that city and favorably regarded. Mr. Marshall Bayliss, who has the right for Virginia, is now

in this Borough and will remain for a few days to dispose of a part of it. (See his advertisement in another column.) No one, we think, can examine the model of this invention without being forcibly impressed with its utility in promoting one of the most delightful branches of rural economy. The plan is ingenious but perfectly simple; a common hive in which there is a swarm of bees being placed on the top of the structure, the industrious inmates descend to the chamber appointed for them and commence their interesting labor of filling with clear and delicious honey, glass vases, so placed as to be easily removed without disturbing the operations of the little manufacturers, who having plenty of space to work in, are never so oppressed by an overgrown population as to be under the necessity of migrating annually, and hence, they are not subjected to the destruction which always attends the process of living after they have swarmed; and that which is still greater, of taking the honey from the hive in the old barbarous way.

Mr. Bayliss has shown us numerous testimonials from highly respectable country gentlemen in Virginia and Maryland, of the great utility of this interesting invention, derived from their own experience. Mr. Bayliss puts up at Walters' Exchange Hotel, where he will exhibit the model to those who may please to call on him. A miniature one may also be seen at our office.—*Norfolk Herald.*

A schooner built in Indiana, and designed for Texas, recently reached New Orleans, having been towed down by a steamboat. She was laden with the frames of eight or ten new houses, for settlers in Texas.—ib.

Charleston and Cincinnati Railroad.—Five per cent. of the capital stock of this road having been paid in, the Governor of Tennessee has subscribed \$650,000 on behalf of the State.

Another dreadful scene of Blood.—The Louisville Ky. Journal of the 17th ult. says: There was, we understand, a bloody piece of work at Smithland, in this State, on Friday last. A gentleman from that place relates the circumstances to us as follows: A physician, boarding at a tavern in the town, offered an insult to the landlady in the absence of her husband and she ordered him in consequence of it to leave the house immediately. He refused to go, and the bar keeper, with a view to enforce the order, followed him to his room. The physician, after entering his room, drew a pistol and threatened the bar keeper with instant death if he approached. The bar keeper, nevertheless, continued to advance, and the physician shot him thro' the body; whereupon the former drew a Bowie knife and laid his antagonist dead upon the spot. The physician died with scarcely a struggle, and the bar keeper breathed his last shortly afterwards.

Romantic.—A few weeks since we noticed the accidental drowning of four men in the Licking river, by the upsetting of a skiff; and the preservation of another, named Jones, by the heroic conduct of a Mrs. Lee, who plunged into the stream, and succeeded in rescuing him from the fate of his fellows. Mr. Jones, we learn, is a young man of fortune and accomplishments; and immediately after the event, he made inquiries respecting the preserver of his life, and ascertaining that she was a young widow, he offered his hand in marriage, which was accepted; and the parties were joined in wedlock the next Sunday—three days after their first "meeting in the waters." Mrs. Lee, now Mrs. Jones, can congratulate herself upon having "fished for a husband" with the most entire success and from the most laudable motives. *Lexington Ky. Int.*

Mrs. Chloe Knowles, of Farmington, Ontario county, N. Y. a young lady highly esteemed, committed suicide at that place a short time since. She had been married but fifteen days.

Menagerie and Circus lost.—We learn from the Cincinnati News of the 30th ult. that Raymond & Co.'s Menagerie and Circus, which left that place a few days since, has met with a most melancholy accident. In crossing a bridge over the river at Franklin, (Ohio,) the bridge gave way, and several teams were precipitated into the stream. Five men and eight horses were lost. No further particulars given.

Dreadful Death.—J. Delaw, a young man employed in the Iron Works at Saugerties, Ulster county, N. Y. drank for a wager a pint and a half of brandy, and soon fell senseless. He was bled, but no blood oozed out of the vein until just as

he was about to be buried, which gave rise to a groundless report that he was buried alive or in a swoon.

Paralysis from Cold.—A young man in England, who was ignorant of the very low temperature produced by what chemists call the "freezing mixture," lately undertook, for a trifling wager, to hold his hand in a basin full of snow and salt for fifteen minutes. He won the wager, but at the expense of his hand. It was so paralyzed as to remain powerless ever after.

Horrible and disgraceful.—We are pained to be compelled to record of late, from every section of our country, so many revolting personal contests ending in death. A few days since at Claysville, Marshall county, Alabama, Messrs. Nathaniel and Graves W. Steele, while riding in a carriage, were shot dead, and Alex. Steele and Wm. Collins, also in the carriage were severely wounded, (the former supposed mortally,) by Messrs. Jesse Allen, Alex. and Arthur McFarlane, and Daniel Dickerson. The Steeles it appears last year killed James McFarlane and another person in a similar manner, which led to this dreadful retaliation. Something must be done to stop the wanton effusion of blood, or the character of the country and its peace are lost forever.—*N. Y. Star.*

Melancholy event.—Mr. Quarles, near Clarksville, Tenn. was accidentally killed by a ball passing through his head, occasioned by the accidental discharge of his gun, which his wife had taken up to remove from the bed where he had just placed it. Verdict, killed by his wife by accident.—*ib.*

Influence of the Moon on Timber.—A very intelligent gentleman named Edmondstone, who was nearly thirty years engaged in cutting timber in Demerara, and who made a number of observations on trees during that period, says, that the moon's influence on trees is very great. So observable is this, that if a tree be cut down at full moon, it will immediately split, as if torn asunder by the influence of great external force. They are likewise attacked much earlier by the rot than if allowed to remain to another period of the moon's age. Trees, therefore, which are intended to be applied to durable purposes, are cut only during the first and last quarters of the moon; for the sap rises to the top of the tree at full moon, and falls in proportion to the moon's decrease.

Meteoric Shower.—The Knoxville Ten. Register states that the meteoric phenomenon which occurred on the night of the 13th November, 1833, to the general astonishment, and in some instances to the great consternation of the uninformed, was again witnessed at that place on the night of the 20th April. The Register states that the periodical return of the phenomenon was expected, by Professor Wright of that place, who kept a strict watch during the night, from the observatory on College hill, and has made the following report of his observations—

Since the very remarkable Meteoric Phenomenon which was observed throughout the United States on the morning of the 13th of November, 1833, the attention of many has been drawn to notice similar phenomena which have occurred, to ascertain if possible, their cause, origin and the laws by which they are governed. To such it may not be uninteresting to know, that on the night of the 20th of April, instant, between the hours of 10 and 4 of the morning, 154 meteors were counted by two observers stationed on the College hill. Some were of considerable size; and nearly all were attended by a train of shining vapour; many doubtless escaped notice in consequence of the inability of the two observers to maintain a strict and continued watch upon every part of the heavens at the same time. *W.*

Knoxville, April 21, 1838.

A New Invention in Fire Arms.—The N. H. Courier says, that James Eaton, a gunsmith of Concord, N. H. has invented an important improvement in loading and discharging the musket or the rifle, with a rotary magazine capable of containing powder, balls and caps, sufficient for twenty four rounds, and it may be loaded in one minute, and give twenty-four distinct charges in four minutes! One chamber is assigned for balls, one for powder, and one for caps. It loads itself from the magazine, and puts on the cap, merely by turning the magazine half way round; and its construction renders it perfectly safe, as no ball can be lodged midway in the rifle: nor can fire communicate with the magazine. Twenty-four pieces, including every spring, screw and pin, complete this wonderful piece of machinery. *Pet. Int.*