



The Tarborough Press,

BY GEORGE HOWARD,

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Doctor Wm. EVANS' SOOTHING SYRUP

For children Teething,

PREPARED BY HIMSELF.

To Mothers and Nurses.

THE passage of the Teeth through the gums produces troublesome and dangerous symptoms. It is known by mothers that there is great irritation in the mouth and gums during this process.

This infallible remedy has preserved hundreds of Children, when thought past recovery, from convulsions. As soon as the Syrup is rubbed on the gums, the child will recover.

To the Agent of Dr. Evans' Soothing Syrup: Dear Sir—The great benefit afforded to my suffering infant by your Soothing Syrup, in a case of protracted and painful dentition, most convince every feeling parent how essential an early application of such an invaluable medicine is to relieve infant misery and torture.

When children begin to be in pain with their teeth, showing in their gums, put a little of the Syrup in a tea-spoon, and with the finger let the child's gums be rubbed for two or three minutes, three times a day.

Beware of Counterfeits.

Caution.—Be particular in purchasing to obtain it at 100 Chatham st., New York, or from the

REGULAR AGENTS.

J. M. REDMOND, } Tarboro'

Geo. Howard, }

M. RUSSEL, Elizabeth City.

January, 1840.

WEEKLY.

From the Wilmington Advertiser.

THE CELEBRATION

Of the completion of the Wilmington & Weldon Rail Road.

The last week will be long remembered in Wilmington with emotions of proud delight. The whole was a glorious jubilee—an event celebrated was worthy of the occasion.

Its annihilation of space will do more to beget, strengthen, diffuse, concentrate, elevate, and nationalize, a feeling of just State pride, than all the homilies that could be written upon modest merit!

The gathering commenced on the 9th, and continued to increase until the 15th. Among our guests, we were pleased to welcome gentlemen, both from our own, and the adjoining States, who have hitherto been strangers to us, but whom we hope to see frequently hereafter, mingling in the social enjoyments of our town.

Upon the morning of the 15th, the envious sun withheld his beams, and refused to smile upon the occasion, yet "all went merrily as a marriage bell," and at the hour he should have risen, the sound of bell and cannon pealed and boomed thro' the air, louder, (as in very mockery,) than if it had been all sunshine and brightness.

At sunrise the bells were rung and 13 guns were fired, and the shipping in the harbour flung their flags upon the breeze. Guns were fired every 15 minutes during the day, and at Meridian a national salute.

At 2 P. M. a procession, composed of invited guests and citizens, including the Presidents, Directors, and officers of other Roads, the Board of Internal Improvements, the Literary Board, the President, Directors, Engineers, Agents, and others in the employ of the Wilmington and Raleigh Road, was formed on Front street under the direction of Gen. A. McRae, Marshal of the day, assisted by Maj. R. F. Brown, and marched thence to the dinner table, escorted by the Wilmington Volunteers, with their fine band of music.

Subjoined are the regular, and as many of the volunteer toasts as could be conveniently obtained.

1. The Occasion we celebrate.—Glorious as a revelation of complete success amid innumerable and unforeseen difficulties, we hail it as the harbinger of brighter days in store for us.

2. The Old North State—God bless her!

3. His Excellency Edward B. Dudley.—As the able, bold and fearless Executive we admire him, as the disinterested and patriotic statesman we praise him, as the kind, generous-hearted, upright man, we love him.

4. The Raleigh & Gaston Rail Road.—Our ends and wishes are the same, then let no ambitious rivalry, no petty jealousy divide us, but let

ours be the plans of fair delightful peace, Unwarped by party rage to live like brothers."

5. Petersburg & Portsmouth Rail Roads.—They are our Sisters. May the feelings of that endearing title be preserved.

6. The Wilmington and Raleigh Rail Road.—The basis of internal improvement in our State—may we soon reap the golden harvest of its promise.

7. Our Chief Engineer.—Maj. Walter Gwynn—Upon our soil he will leave a lasting monument of his genius and enterprise—but in our hearts a still more lasting monument—the memory of himself.

Major Gwynn acknowledged in a handsome manner the compliment conveyed in this toast, and offered this sentiment: Wilmington, first among the cities of the earth for hospitality, liberality and enterprise.

She has passed through the fiery ordeal, and spread her fame throughout the land.

8. The regeneration of the State—Slowly but surely the work advances, and the night of ignorance and apathy is fast brightening into the full dawn of education and Internal Improvement.

9. Rail Roads & Canals.—Better than books of steel for grappling us to each other; and making us a free, happy and enlightened people.

10. The Supreme Court of North Carolina.—The learning which adorns its bench affords the best exponent of our reverence for the laws.

11. The Mentor of the Standard.—The able and indefatigable champion of Internal Improvements.

12. The distinguished dead of our Town.—Blakely, McRae, and Jos. A. Hill.—The Sailor, the Soldier, and the Statesman.—While we are rejoicing in the glory of our own achievements, let us not be unmindful of their past services, and present fame.

13. Woman.—The Star that guides the wanderer to happiness. "The rainbow to the storms of life."

Major A. Black of Charleston.—North and South Carolina.—In their institutions, their interests, and their sympathies, one and the same—like the Siamese twins, their destinies are inseparable.

Edmund Ruffin, Esq. of Petersburg.—The Rail Roads of North Carolina & Virginia. May these lines of connection between the two States, cause them to forget the existence of the line of separation.

John W. Syme of Petersburg.—The old North State and the old Dominion, like old wine, the older they get the more they minister to Internal Improvement.

Col. James Burney of Wilmington.—Rail Roads and Steam Bots, may they connect every portion of our country.

Dr. John Bragg of Petersburg.—Rail Roads.—In peace a never-failing source of prosperity, in war a strong arm of national defence.

R. B. Hazell, President of the Richmond & Petersburg Rail Road.—The Wilmington & Raleigh Rail Road—truly a great work in its extent, almost national—it must flourish notwithstanding the doubts and opposition of the ignorant and illiberal.

Charles Dimmock, Gen. Agent of the Portsmouth Rail Road.—North Carolina—no more can it be said of her "she sleeps" when we see her boundless forests threaded with Rail Roads—her hitherto swamps made pleasant fields—and the intellect of her youthful sons guided and enlightened by a most liberal hand.

Henry D. Bird, President of the Petersburg Rail Road.—The Engineer of the Wilmington & Raleigh Rail Road—by his works we know him, the noble line before our eyes is a lasting record of his abilities.

Isaac N. Cardozo, of Charleston.—The Wilmington & Raleigh Rail Road; ingrafted on the soil of North Carolina, may its harvest be abundant.

Richard Hines of Edgecombe.—The President and Directors of the Wilmington & Raleigh Rail Road, well done good and faithful servants, you shall have your reward.

C. C. Battle of Raleigh.—The union of the States, and the States of the Union, the former the rail way, the latter the locomotives to transport speedily all the powers of the constitution.

Dr. S. P. Andrews of Wayne.—Wilmington and the interior counties; an intimate union and reciprocal friendship and confidence.

James S. Green of Wilmington.—Halifax, Nash, Edgecombe, Wayne, Duplin, Granover and Brunswick.—Honorable and powerful agents in bringing this mighty work to pass.

Dr. Spencer, of Petersburg.—North Carolina and Virginia, they are bound together by bonds of friendship as hooks of steel.

J. C. Burgwyn of Newbern.—The Wilmington & Raleigh Rail Road.—The backbone of the State; may the State never suffer from an affection of the spine.

B. D. Battle of Nash.—The triumph of steam power—But yesterday as it were, the ingenuity of man conceived it not.

H. D. Bird, President of the Petersburg Rail Road.—Rail Roads and Canals, the veins and arteries of the country, the more they are extended, the more is the healthy current of prosperity diffused.

Walter Gwynn, Chief Engineer of the Wilmington and Raleigh Rail Road.—Col. Slocumb, we greet you a brave and patriotic soldier of the Revolution.

S. B. Spruill of Jackson.

Major Walter Gwynn.—Not less the able financier than Engineer—the costs of whose works, never exceed the estimate.

R. S. Moore, of Newbern.—Education and Internal Improvements.—The basis and superstructure on which depend the prosperity and independence of North Carolina.

David Jones, of Pennsylvania.

The magnificent and gigantic enterprise of the Wilmington & Raleigh Rail Road—its completion is beyond a parallel; and the management of a wise & able director, the Stockholders may expect hood-some dividends.

T. I. Jarrett, of Virginia.

The President, Directors and Company of the Wilmington & Raleigh Rail Road.—We extend to them our hearty congratulations, and wish them a God-speed.

R. L. Myers, of Washington, N. C.

The opening of Nags' Head.—May the execution of this enterprise soon furnish an outlet for the products of North Eastern Carolina.

Walter Gwynn, Chief Engineer.

The great chain of Rail Road from North to South.—Harmony and concert of action indispensable to success.

P. K. Dickinson of Wilmington.

The Lion Ore of North Carolina.—May smelting furnaces and sledge hammers, soon fashion it for use, & a wise course of Internal Improvement give her sons an opportunity of bringing it to market.

Col. Jacobs of South Carolina.

The completion of the Wilmington & Raleigh Rail Road.—An evidence that the Legislature and people of North Carolina have not slumbered while their interest and the public good require them to be awake.

T. I. Jarrett, of Virginia.

Wilmington and Weldon.—The completion of our road, verifies the adage that extremes meet.

Walter Gwynn, Chief Engineer.

Henry D. Bird, President of the Petersburg Rail Road.—The able and efficient officer—the accomplished gentleman.

George O'Driscoll, Assistant Engineer.

Virginia Newton—our late associate.—Distinguished for excellence of heart, and soundness of head—we can never forget him.

Wm. B. Meares, of Wilmington.

M. T. Goldsborough and F. N. Barbour, assistant Engineers of our Road.—Their untiring zeal and devotion to the interests of the Company—entitle them to our highest praise.

Michael Lazarus, of Charleston.

The Wilmington & Raleigh Rail Road Company.—We owe them our thanks for the unparalleled zeal & energy with which their road has been constructed, a work of which the State may well be proud.

John F. Burgwyn, of Newbern.

Rail Roads.—May those who rail at Rail Roads, be rode upon a rail.

L. C. Pierce.

The completion of the Wilmington & Raleigh Rail Road.—A proud era in the history of our State.

The Assistant Engineers.

M. T. Goldsborough, Principal Assistant Engineer of the Wilmington & Raleigh Rail Road Company.—Best loved where he is best known.

Thomas C. Garrison.

The Soldiers of the Revolution.—To them we are indebted for the liberty we enjoy.

A. Lazarus, of Wilmington.

Fayetteville.—Our old neighbor—the Cape Fear binds us in bonds of interest, and good feeling unites us in friendship, may she ere long invite us to celebrate the completion of the Western Rail Road.

Col. C. Jones, of Hillsboro'.

The town of Wilmington.—The devouring element has deprived her of a portion of her wealth, but nothing can deprive her of the spirit of enterprise, and of her feelings of hospitality and kindness.

Maj. H. W. Husted.

The junction of the Raleigh & Gaston, and Wilmington & Raleigh Rail Road.—What mutual interest should join, let not false pride keep asunder.

E. J. Hale, of Fayetteville.

Wilmington.—The modern Archimedes—she has found the fulcrum, applied the lever, and raised the State.

Maj. Hinton.

The Stockholders, President and Directors of the Wilmington & Raleigh Rail Road.—May their prosperity equal their liberality.

Doyle O'Hanlon, of Fayetteville.

The projectors of the Wilmington & Raleigh Rail Road.—Their works have equalled the love of their countrymen.

Frederick C. Hill, of Wilmington.

Our common mother—North Carolina.—Rich in all the elements of wealth, she looks to the wisdom of her sons—their energy, learning, and industry to achieve her greatness.

G. B. Burgwyn, of New Hanover.

The citizens of Wilmington.—Under the pressure of severe calamity, they have exhibited firmness and resolution, energy and enterprise—may they, by the enjoyment of a long season of prosperity, be enabled to exercise to the greatest extent what they are well known to possess—a generous hospitality to strangers, & brotherly love an affection among themselves.

The following named gentlemen, who

were among the invited guests, not being able to attend, sent letters of excuse, accompanied by the toasts attached to their respective names.

Tristram Tupper, Prest. of the Charleston & Hamburg Rail Road.—The Rip Van Winkle of the South, is awake! and so far now from meriting this epithet, she bids fair to rival and eclipse the "Ogre of the seven league boots" in her rapid strides.

George W. Mordecai, President of the Raleigh & Gaston Rail Road.—The Town of Wilmington, the enterprize and public spirit of her citizens, surpassed only by their hospitality, may she derive all the promised benefits from her noble undertaking, & arise like the Phoenix more splendid from her ashes.

James Graham, Member of Congress.—Internal Improvements, like the Dutchman's bridge, the mightiest way to every place.

Pasteur & Moore, Editors of the Newbern Spectator.—The citizens of Wilmington, the President and Directors of the Wilmington & Raleigh Rail Road, and the chief Engineer, who began and completed the longest Rail Road in the world.—North Carolina owes them a debt of gratitude for their great work and encouraging example.

John McWilliams of Washington, N. C.—May the President, Directors & Co. of the Wilmington & Raleigh Rail Road, who with a perseverance deserving all praise have pushed this noble work to its completion, more than realize their highest expectations.

Gen. S. F. Patterson.—The cause of Internal Improvement in North Carolina, May its course be onward and upward, until every hill and valley of the west shall give evidence of its beneficial and vivifying influence.

J. B. Whitridge, M. D., of Charleston, S. C.—The spirit of enterprize—North Carolina has indeed risen from her slumbers, having recently accomplished a magnificent work—to wit, the longest Rail Road in the world, the completion of which is very justly made the subject of a public celebration and the occasion of general joy. This achievement of her citizens, and especially of the citizens of Wilmington, aided by the liberality of the State, evinces a spirit of enterprize commensurate with the great undertaking. The projection and accomplishment of this formidable work is in good keeping with the Mecklenburg Declaration of Independence, and manifests as well the spirit of enterprize, which is a sure guarantee of the onward course of North Carolina.

Col. R. W. Alston of South Carolina.—North Carolina, the system for reclaiming her waste lands—the founding of her schools and colleges, and the Internal Improvements projected and in progress within her limits—all indicate a policy of which her citizens justly may be proud—They are the sure elements of future greatness, of a wealth and social power to be gained without the sacrifice of a single virtue.

William Dearing, President of the Georgia Rail Road and Banking Company.—The State of North Carolina, she is about to prove her nick-name of Rip Van Winkle to be a slander.

Hugh Campbell of Fayetteville.—The noble enterprise of the town of Wilmington, may the shrill steam-whistle of your locomotives, wake up our brethren of the west to clear the track towards the rich mines of the mountain region of North Carolina.

Elijah Fuller of Fayetteville.—The people of Wilmington, they have only to will a thing and it is done.

A letter was also received from Judge Saunders, as below.

Raleigh, April 10th, 1840.

Gentlemen—

I regret that previous engagements deprive me of the pleasure of accepting your polite invitation to the celebration on the 15th inst. Allow me to express my best wishes for the success of your great work, and the hope that it may fully realize the highest expectations of its friends and enterprising projectors.

I have the honor to be, with great respect, your obedient servant,

R. M. SAUNDERS.

To the President & Directors of the Wilmington and Raleigh Rail Road.

Opium Eating.—One of the consequences of the spread of teetotalism, as it is called, in England, is an increased consumption of opium. In a paper read recently before the Westminster Medical Society, it was said that several of the life insurance offices of London, had been obliged to alter rates on account of the additional risk to which they were put by the introduction of opium eating. We have the authority of a physician of a neighboring state, that many of his patients addicted themselves to this practice, at the time the public movement on the subject of temperance commenced. Hartford Times.