NORTH-CAROLINIAN.

FAYETTEVILLE, N. C.

Saturday, November 12, 1853.

TELEGRAPHED FOR THE CAROLINIAN NEW YORK, Nov. 10th.

Sales of Spirits Turpentine at 66 and 69 cts per gallon, cash and on time.

The Steamer Franklin, from Liverpool, has arrived. Cotton steady-breadstuffs advanced War question unaltered.

Dally Mall West.

By a resolution passed at the last Congress plank roads are made post-routes in all cases where, in the opinion of the Postmaster General, the public convenience requires it. That the public convenience requires additional mail facilities, and that the traveling public require greater accommodation between Fayetteville and the more western portion of the State, is, in our opinion, undeniable. There is a very large trade carried on between this place and the back country, which necessarily induces a heavy correspondence. Most of this correspondence, we believe, takes the circuitous route via Raleigh so as to get upon the daily line which extends from that place westward. We have two mail routes connecting Favetteville and the west directly, but they are horse mails, and leave each twice per week, making four mails per week. They run, too, in directions widely different. Now the Favetteville and Western Plank Road should, for many reasons, be the mail route between this place and the West. It runs through a section of country which finds its market at Favetteville, and the merchants of which have constant dealings with this place. It offers a highway upon which vehicles can always pass. This will give certainty and punctuality, which are matters of vital consequence, in the delivery of the mails. What we need is a daily line of Carolina, and the other an important back-counthe route we propose would place her in full take these things into consideration. connexion with the back country-with which section she has large dealings. A good channel of travel and communication between Fay- the Asheville News of the 3d inst., that Prof. dent that she will make the trip to Eurrpe in prosperity of those already established; that it The first will be established below the Sycaetteville and the west is a matter of the greatest Emmons passed through that place a few days. She is to be launched some time will give a stimulus to agriculture, commerce more shoal, about 2 miles below Greenville; pletely cured—but for them I should have been in my importance to Wilmington. We therefore call previous en route for the extreme western coun- in January next. Her shape is altogether dif- and the arts, are expectations which may almost the comb of this dam will be raised 4 feet above upon the papers and people of that town to unite ties. His visit is for the purpose of examining the ferent from the ocean steamers now in use, bewith us in this application. The contract could copper mines of that region. We understand, ing broad and very shallow. The length is we think be let on very favorable terms. There adds the News, "that he found copper ore on 225 feet, breath of beam 37 feet, depth 16 sistance should be afforded by the State to such Bryant's Creek, not quite 5 miles above Green-Fayetteville, N. C. can be no want of power in the Postmaster Gen- the premises of Col. J. L. Carson, of McDowell feet, tonnage 1,267. She is to draw only six works as promise to aid in this great result. eral to establish the route, and if convinced that county, which he pronounced worth \$60 per ton. feet water. Being built extremely light she is How necessary that the legislator, in shaping above low water—it will form a navigable pool the public weal requires it, we doubt not he

We are indebted to Hon, J. C. Dobbin

We have reason to believe that the that our position on the question should be understood to be what it is—neutral.

****************** 2 or 3 hours behind the schedule time. This mail which comes by this route, as we are compelled to go press before we get it from the

get our mails at the proper time. Cannot something be done by the Post Office Department to rectify this?

****************** State Elections.

MARYLAND.—The election in this State has resulted favorably to the democrats. They have elected a Governor and four out of six members of the House of Representatives. Owing to the liquor law element, they have lost the Legisla-

NEW YORK .- On the 8th an election was held for Sec'y of State, Comptroller, Treasurer, Attorney General, Canal Commissioners, &c. The possession of the polls, and scattered the tickets to the winds, thus rendering null and void

the vote of that ward. mocrats have carried all the local officers in the the representatives but 3, are elected. Dunbar, affair evidently needs explanation. dem., is elected to Congress, and Slidell's reelection to the U S Senate is considered certain. New Jersey.—The democrats have elected

their Governor and carried the Legislature. Medill, democrat, is elected Governor of Ohio

by a majority of 61,843!

GILL'S BURNISH.—The manufacturer has presented us with a box of this excellent article. It puts a beautiful polish upon leather, and does not rub off in the least. So far as we are enabled to judge, it is a superior article. We trust that Mr Gill may receive that degree of encouragement which his invention deserves.

VIRGINIA CONFERENCE.-We notice among the appointments made by the Virginia Methodist Conference, whose session has just closed, the name of Rev. Charles H. Hall, (son of John H. Hall, Esq, of this place.) Farmville has been session will be held in Clinton. assigned him as his field of labor.

For new advertisements see 2d page 4th

Fayetteville and Western Plank Road.

nent prosperity of the work.

vertisement in another column.) Such a road, we are informed, would penetrate a country rich in the undeveloped resources of the pine forrest. been on a visit to Concord, says:

On the whole, we think the condition and prospects of the F. & W. Plank Road are quite awake, and several of them added their names as favorable as its most sanguine friends could to our list. We had the pleasure of meeting

It has been suggested to us by an intelligent gentleman familiar with the history of this work, (and we think the suggestion worthy of who will remove it to Favetteville. We wish grave consideration,) that the true policy of Mr Paul thorough pecuniary success, and no the Company is not so much to push the road less thorough political failure." westward, thereby increasing the length of the two-horse post coaches between Fayetteville and main stem, as to penetrate with branches Salem-the first the largest inland town in N. that section of country lying between Fayetteville and the Central Railroad. try town at present the terminus of the F. & W. road beyond the point where the Central Rail-Plank Road. There would undoubtedly be a road crosses it, will, in all probability, become large and constant stream of travel on this route a feeder to that work. Why should Fayetteif it were established. Not only would it great- ville build plank roads for the benefit of the ly benefit us, but it would prove almost equally Central Railroad? Would it not be better that a benefit to our sister town of Wilmington—the our energies should be exerted in building roads distance the fastest steamer affoat. He will opinion, very far exceed any expectation in found upon boring to lie from 3 to 6 feet below Brig Jos Burton from N York—Schr Saml Lewis from largest town in the State. The CapeFear River ramifying from the main stem of the F. & W. and the mail routes already established put Road into a country whose produce would find Wilmington into full connexion with us, and a market at Favetteville? Let the Company

Mr Cooley and the Administration.

for a copy of the Patent Office Report for '52-'53. at Syracuse made a speech in which he assailed should prove successful it may produce a new this article, which is to show the superiority of Albany Argus, the head organ of the "Hards," than the present style. Such a change would Beaufort Harbor, for the transportation of coal, it will form a navigable pool of about 71 miles course of this paper on the Maine law question commends this speech in a general way. But be a matter of some importance to North Caro- over any other. This is the cheapest because the in length, up to the bridge at Tarborough. is misunderstood. We have never said anything the N. Y. Herald, another "Hard" paper, has lina where the great obstacles to commerce most direct route. The only other road that either for or against that law, and we desire the sagacity to see that Mr Cooley overshot the seem to be the shoaliness of the bars. mark, and takes occasion to condemn the speech in the most emphatic manner, going even to the length of calling it ungentlemanly. Mr Senator The Northern mail comes in generally Cooley has certainly gone quite far enough to deprives us entirely of the benefit of Saturday's ly very sensibly in the Empire State. It seems frigates, two second class, twenty-one sloops of less direct than the one which we are now adto see this, for there are some in it who were at It is a matter of vital importance with us to one time justly considered "shining lights" of one large gun, could destroy her before her fire along without them.

Fire.—About sunrise on Tuesday morning last a dwelling house, belonging to Mr Waddill

A Curious Case.

Whitner of South Carolina, at Anderson Court. for larceny—the offence consisting of stealing a divisions in the democratic party have caused a pair of gloves and a pocket-book. The defendwhig triumph. The whole whig State ticket is ant was convicted. He was not to be found supposed to be elected; and the whigs have car- however. In fact he was not present at the trial. not have been tried in the absence of the ac-Louisiana. New Orleans, Nov. 8-The de- could'nt have been asleep; and it would be pre- beat down, Whiggery; but he has had to con-

Wilmington & Raleigh Railroad Company. of the Company.

1853, from through travel, way travel, freights, Republican.

in this town on the 4th, adjourned on the 7th, after a harmonious session of three days. Rev.

our cotemporary on its prosperous condition.

The Coal Fields.

Plank Road during the month of September last Dr. Mitchell, published from the difference of transportation to be In Duplin county, were \$2,804 81. For October, the tolls amounted to \$2,398 63. This result shows an increase cates a forthcoming report on the geology of mington and Raleigh Railroad, as a means of about 1 cent per ton per mile on each route, of more than \$1700 over the receipts for the that region "by a gentleman every way qualicorresponding months of the year 1852, and fied" and "who has been a good while engaged naturally and actually the best in the State, ing estimates: furnishes satisfactory evidence of the perma- in the necessary examinations," which will satis- and at the same time affording the basis of an One ton of coal carried via Central Railfy the expectations of the most sanguine with extension to Fayetteville which would give to On that portion of the road west of Salem regard to the quantity of coal in that region. the Coal region a suitable outlet. We showed there are two steam mills in operation, and This is cheering intelligence. What will Mr that such a Road, as a connecting link between about a mile and three-fourths of plank have Jno. L. Colby say when the forthcoming report the Central Railroad and the Harbor of Beau- Difference in cost of transporting one ton been laid down. At Salem an excellent bridge makes its appearance? Will he repeat his val- fort, possessed this great advantage over the has been completed, and the grading of the hill uable advice to his fellow stockholders in the Atlantic route, viz: that it is about 20 miles at that place is progressing. When finished, it Western Railroad, and his disinterested sugges- shorter, and supposing the country through will greatly improve the entrance into that en- tions to the Cape Fear and Deep River Naviga- which each route passes to be equally favorable tion Company, to abandon those works. Will to railroad building, the cost of it would be the road from Warsaw to Beaufort. Professor The branch plank road from the 33 mile post the opposition of the learned Professor any long- about \$900,000 less than that of the Atlantic Emmons calculates that there are 48 such square to the Gulf, on Deep River, has been completed; er stay the progress of internal improvement? road. It might have been added that the At- miles in the coal fields of Deep River. The the bridge at the Gulf has been put into excel- We trust not. And besides, we learn that there lantic route will necessarily cross two large rivlent repair and is now under toll. Near the is \$3,000,000 of California gold on its way to ers—the Neuse and the Trent—and that the on this whole quantity would be. point where the Gulf road connects with the New York, which will somewhat relieve the bridging of those streams will involve a considmain stem, we understand that a company have money market—the crisis being already considerable expenditure, whereas the proposed road than that through this place and that by the it in contemplation to erect a steam saw mill, ered past. The moncy market relieved, the from Warsaw to Beaufort Harbor would cross Central Railroad, because we consider these the a turpentine distillery, and a barrel manufactory. quantity of Deep River coal settled by an au-A branch plank road diverging from the main thority which even Dr. Mitchell himself will not great expense in the item of bridging would fortiori establish the superiority of the route we stem of the F. & W. Road, near the 17 mile question, and the report of the Chief Engineer therefore be saved on the latter route. post, and running in the direction of Haywood, being made, what will Messrs Smith and Colby These are some of the advantages which this That, however, would be entirely unnecessary. s now strongly agitated, and it is confidently do with the Western Railroad? Will they albelieved that the stock necessary to build it low the injunction to be dissolved and the road Central Railroad and the Harbor of Beaufort. ter for the present. We may bereafter have will be subscribed without difficulty. (See ad- to be built expeditiously? Ah! there's the rub. We propose now to consider this matter in a something more to say.

"We found the Cabarrus democracy wide for the coal of Deep River to market. and forming an acquaintance with Mr Paul, one of the editors of the Wadesboro Argus. He fields to the State, we assume as an established The report is published in the Raleigh Standard Deems, TR Long, Veal & Barnard, Vestal & Watson, contemplates establishing a paper at Concord, proposition. If any one doubts it, let him look of the 9th inst. We select from it some of the having disposed of the Argus to Mr Cameron, at the action of the two last Legislatures with most interesting particulars. The survey of the Fish Co, Marsh & Troy, Frather & Smith, Blum &

Progress in Naval Architecture.

of the yacht America, which a few months ago was not only chartered, but received liberal aid whole distance an average of 4-10th foot per distanced the fastest sailing vessels of Europe, has constructed a model of a ship of 2,500 tons facts attest the high valuation placed on the daming the River. He says that no more from Newport Eng., with iron for NC Railroad. 7th burden. She is intended for the New York coal fields by the people of North Carolina—a arable land would be thereby submerged during from N York—Schr ET Blodgett from N York—Schr Victory from Eoston.—Schr Caroand California trade, and Mr Steers undertakes valuation which has yet to be realized. When freshets than is now—the dams recommended line A White from N York—Schr Lucy Ann fm Boston. that she will sail twenty-two miles per hour, and the realization of it comes, it will, in our being very low. The substratum which was from N York. 9th. Schr L P Smith from New York. sail her when finish d against any other ship in the world for \$10,000.

Green Point, near New York, called the William works of internal improvement; that it will foundation as could be desired in the absence of I take great pleasure in recommending them to the pub-Norris, which is intended to surpass all others greatly aid in building up new and important rock. The report goes on to say: PROF. EMMONS IN THE WEST .- We learn from in speed. Mr Griffiths, her architect, is confi- marts within our borders, as well as add to the to be strengthened by a complete lining of sheet his course of action on questi as of internal im- will be established about half a mile above Waliron, and an iron keelson. This it is contemport, should have an eye apon this "constant and a stone s Mr Cooley, the candidate of the "Hard" de- plated will enable her to withstand the shock summation so devoutly to be wished." mocrats of New York for Comptroller, recently of the waves of the sea. If this experiment President Pierce with great bitterness. The model for ocean steamers, having much less depth the route from Fayetteville, via Warsaw, to

The Navv.

The New York Herald thus speaks of the U

"What is our Navy? It consists of eleven damage himself and the "Hard" ticket general- ships of the line, one razee, twelve first class that this party are gradually assuming a posi- war, four brigs, three schooners, nine steamers, vocating. We will submit a few estimates of tion of antagonism to the President. We regret and some store ships. Of this formidable array, distances on the two routes, based upon the the Mississippi is so badly armed, and her guns best information immediately at hand: so light, that an English war steamer with only the democracy. If it must be so, however, could take the slightest effect. What is this From coal mines to Fayetteville by the President is quite strong enough to get force, even as a nucleus, to contend against the fleets of Great Britain or France? We are not From Fayetteville to Warsaw, of those who believe that there is any necessity From Warsaw to Beaufort Harbor for a great standing fleet for the United States, though, from the circumstances of the country a larger fleet than army is required to maintain Cade, in Lower Fayetteville, on the Wilming- our dignity and command the respect of other ton road, was entirely consumed. It was the nations. But what we contend for is, that such From coal mines to Raleigh, via Cenwork of an incendiary, for the house was unoc- a fleet as we have ought to be of the very first quality, in vessels, guns, captains and seamen; and that it ought, forthwith, to be enlarged from its present low condition in numerical From Goldsboro to Newbern, air line, 52 A young man was recently tried before Judge strength, to something like a decent footing, From Newbern to Beaufort Harbor, and to an extent in some degree commensurate with the progress of the country and the require-

The North Carolina Standard.

Too much praise cannot be bestowed upon ried the State Legislature. A good deal of fight- This raises the question whether it is a good W. W. Holden, Esq., the able and fearless ing and excitement prevailed in the city during conviction? The Southern Patriot, where the Editor of this paper, for his advocacy of sound the election. In the sixth ward the rioters took account originated, states that the case would Democratic principles. He has labored faithfully in the great cause of Democracy for a num- spectively to Beaufort Harbor by air lines. This ber of years. The labors of the present year we have done for want of more accurate inforcused, if the Court of the Solicitor had known have been extremly arduous and perplexing with mation as to the length of the most eligible the fact. This is rich. The Court certainly him. He has not only had to contend with, and posterous to suppose that the Solicitor was tend with, and beat down, the errors of those city by 1,000 maj. The two senators, and all drunk. What could have been the matter? The Whig principles. He had to contend against route no injustice. We have supposed, furtherwho had been Democrats; but had imbibed the mighty influence of Mr Venable, whose influence we are informed has been wielded against him and his paper ever since. In the At the late general meeting of the Stockhold- discharge of his duties as an Editor, Mr Holden ers of the Wilmington and Raleigh Railroad has stuck true to principle; and it is the duty Trenton out of the question, and thereby mak- his place to the Justices at October Term. Company, the Auditing Committee submitted a of the Democratic party, who profess to be ing the route much more direct. This we have Charles C. Terry was unanimously elected to highly favorable report of the financial affairs governed by principle to stick to him. Demo-Standard. It is worthy of your support, and The receipts for the year ending Oct. 30th, the cause of which it is an advocate.-Roancke

transportation of mails, &c., was \$568,899 67. We cordially endorse what the Republican truth. For the foregoing calculations, we re-The expenses for the same period were \$406,- says of the Standard. The present crisis is one mark, as on a former occasion, we do not claim 283 31, and the nett profits \$162,616 36. The of great importance to the Democratic party. debt of the Company on the 1st October was Mr Venable is engaged with some others in they will be found in the main correct. If they THE FAYETTEVILLE PRESBYTERY, which met foisted upon our creed. A new paper is about to be established in Raleigh calling itself democratic, but obviously for the advocacy of that ton, a point specially included in the Charter of Neill McKay presided as Moderator. The next whig measure, a distribution of the public lands. the Atlantic Railroad Company. The Standard is now engaged, with masterly ability, in showing up this fallacy. We think that of 11 miles of railway on a coal road may not The Wilmington Tri-weekly Commercial it will be fully sustained by the party. The dis- at the first glance be appreciable. In order comes to us greatly enlarged. We congratulate tribution hobby needs only to be examined to be that it may appear more palpably, we submit in Massachusetts last year for each child be cts per bush.; latter plenty. Cotton 91 per lb. repudiated by every true democrat.

Beaufort and the Interior.

The tolls on the Fayetteville and Western Plank Road during the month of September last

We direct special attention to the letter of vations on the expediency of building a Railroad vations on the expediency of building a Railroad vations on the expediency of building a Railroad vations on the expedience of Alex McNeill, dec'd.

A short time since we submitted some observations on the 2d inst, by Rev. David S. Wilson on the expediency of building a Railroad vations on the expedience of Alex McNeill, dec'd.

different light. We wish to exhibit some of the The Salisbury Banner, whose editor has advantages which this route and an extension to Favetteville will offer as a means of transit

Mr George Steers of New York, the architect Fear and Deep River Navigation Company 12 feet and 3-10ths of a foot, which is for the from the State at two distinct periods. These mile. The Engineer recommends locking and HP Russell from Baltimore. 5th. Prig Mary McRae which the public mind has yet indulged. That the sandy bed of the stream, is blue clay and There is a new ocean steamer on the stocks at that it will give an unparalleled impetus to furnishes in the opinion of the Engineer as good

> seems to hold out any possibility of becoming a the transportation of coal, is the Central Railroad with a branch thrown out to the coal mines from some point west of Raleigh. But we hesitate not to affirm that such a route would be

> Western Railroad, 71 by air line, 157 " Second Route. tral Railroad and branch road, From Raleigh to Goldsboro, viaCentral Railroad. 157

> > 11 "

First Route.

Difference in length,

We have in the above calculation estimated the distances from Goldsboro' and Warsaw reroutes for a railroad between those places re- Western Railroad Co. in another column. spectively. As we have adopted the same basis of calculation in each case, we do the Newbern more, that the Atlantic route has been so far modified as to make Goldsboro', Newbern, and Beaufort Harbor the salient points; leaving done in order that the estimates which form the the office. groundwork of the argument which is to follow may be stated as favorably for the Atlantic route, via Newbern, as may be consistent with average crop." be shortened by leaving out of its route Tren-

an estimate of the saving that would be effected tween the ages above named was \$4,54.

on the transportation of one square mile of coal

road, &c, to Beaufort Harbor, One ton of coal carried via Western Rail-1 57 road and Warsaw,

Difference in cost of transporting 6,272,000 \$689,920 00 The sum of \$689,920 would be saved on every

square mile of coal, or almost enough to build

We have said nothing of any other routes propose over any leading out of the State.

Improvement of Tar River.

W. Beverhout Thompson, Esq., the principal engineer of the Tar River Improvement, has That the people of North Carolina highly ap- submitted a very interesting report to the Com- Reid & Co. Gold Hill Co. Tyson. Kelly & Co. Jenkins, preciate the importance of the Deep River coal missioners who have that matter in charge. reference to works of internal improvement, River was begun at the first obstruction to the Gray & Sanders, J A Boyden, A S Horney, C A Brown, having for their object the development of the navigation, 4 miles below Greenville. The disresources of that favored region. The Western tance to Tarboro' was found to be something Railroad Company was chartered, and the Cape less than 31 miles, and the rise in that distance River Co, Mrs A C Huske, Long & Webb. it will bring into the State millions of capital; marl, and at some points rock. This substratum

"There will be in all four locks and dams. the low water surface of the river-it will create ville; the comb of this dam will be raised 5 feet 5 35-100ths feet above low water surface-it We proceed now to the principal object of will form a navigable pool of about 71 mile in length. The fourth dam will be placed about half a mile above Sparta; the comb of this dan will be 5 6-10th feet above low water surface-

These dams will insure a depth of water suffi cient at the ordinary low water of summer, for the purposes of navigation, affording a depth of competitor with the one under consideration for 31 feet at that time upon the mitre sills of the locks, sufficient to carry on an amount of trade far greater than the friends of the proposed improvement could desire, but looking to the future t is thought to be none too much.'

The lock below Greenville is to be 130 feet long on the inside, and other locks between Greenville and Tarboro are to be 112 feet in length. The total estimated cost of the four locks, including an allowance of \$15,603 for clearing out logs, cutting trees and dredging, is \$74,396. The Engineer then proceeds to demonstrate from the amount of produce that will necessarily pass over the improvement, the amount of tolls which will be collected, show ing that it will pay upwards of 6 per cent.

In conclusion, the Engineer bears testimony to the zeal and industry of his two assistants Messrs David G. McDuffic, of Cumberland, and S. T. Abert. We hope that experience wil fully verify Mr Thompson's calculations.

MR Toombs.-The Milledgeville Federa Union calls on the next Legislature of Georgia to instruct Mr Toombs out of his seat as U. S Senator from Georgia. If he will not resign i compliance with instructions, the "Union" thinks that he will be prevented from doing much mischief, as the instructions will demonstrate how far he will be really representing the wishes o

Read the report of the Chief Engineer of the

Extract of a letter to the Editors of the Observer, dated "Rockingham, 7th Nov. "Our County Court Clerk, Capf. Douglass,

having determined to join the North Carolina table is corrected by a merchant who resides near the Conference of the M. E. Church South, resigned

"The crops of Cotton and Corn will be very short in this county. I do not know a half dozen men who will make anything like an

THE COMMON SCHOOLS OF NEW ENGLAND .mathematical accuracy. We think, however, by the last official returns of the public schools in the six New England States, the whole number of pupils in attendance during the year was \$1,156,261 12. The capital stock paid in was attempting to seduce the democracy from their be so, then it follows from them that the route 641,983. The whole cost of instruction for the ancient faith. Heresies are attempted to be via Fayetteville, Warsaw, &c., is 11 miles short- year was \$2,055,131. In Vermont the average er than the other, even supposing the latter to cost of each pupil was \$2,22; in Maine \$1,34; tine (virgin and yellow dip and hard) were sold in Connecticut \$1,25; in Rhode Island \$1,64. at \$3,80 to \$3,85 per bbl for dip, and \$2,15 for In Massachusetts the law requires each town hard. 96 bbls Sp'ts Turpentine changed hands to raise by tax at least \$1,50 per child between at 631 cts per gallon, and 150 at 64 cts.; it is five and fifteen years of age, as a condition of in good demand at 631, but holders are asking Perhaps the great importance of the saving receiving a share of the income of the State 65 cts. No sales of Rosin. Tar \$2,20 per bbl. school fund. All the towns complied with this 4 rafts Timber were sold at prices ranging condition last year, and 180 towns raised double from \$4 to \$9 per M, according to quality. the sum thus specified. The amount expended | Corn and Bacon, stock of former light at 63

MARRIED.

In Duplin county, on 2d inst, Mr David J Middleton

Near Larlleesville, S. C., on the 1st inst, Mr Neill In Raleigh, on the 2d inst, Mr E O Mace to Miss A L

In Smithville, on the 23d ult.; Mr A J Galloway to \$1 68 Mrs L J Kirkpatr.ck. In New Hanover county, on the 3d iust., Mr Archbald S. Lewis to Miss Tabitha J Pridgen.

DIED.

In Montgomery county, on the 31st ult, after an ill-ness of thirteen days, Joshua Alexander Mart'n, son of Augus and Annmaranda Martin, in the thirteenth year of his age. In Simpson county, Miss., oh the 4th Sept., Mrs Effy

McNair, wife of Alex McNair, formerly of Richmond ounty, N. C., aged 78 years. In R chmond county, on 15th ult, Mrs Mary Leitch, consort of Dugald Leitch, aged 74 years. On the same

day, Mr Dugaid Leitch; aged 78 years. In Richmond county, on the 21st ult, Mrs Catharine Monroe Graham, consort of John C Graham, aged 37. In Wilmington on the 4th inst, Mrs Margaret Mindell aged 49 years: Also, on the 7th, Mrs Hetty W Wood, aged 75 years: Also, on the 6th, Jane, daughter of Zeno H. and and Emily Green, aged twelve months. In Robeson county, on the 30th ult, Mrs Mary Dun-can, wife of Jacob Duncan, aged 72 years.

COMMERCIAL RECORD.

ARRIVED AT FAYETTEVILLE. Nov 5-Steamers Alice and Fanny Lutterloh, with

goods for J Godwin & Co. J S & A Gainey, W R Valentine, G McNeill, J R McIntosh, W L Hall, C T Haigh & Son, J H & J Martine, Orrell & Whiteheast, Hall & Sackett, Worth & Elliott, RW Kinlaw & Co, Ray & Pearce, Mrs Hart. S W Tillinghast & Co. H & E.J Lilly, H Erambert, D & W McLaurin, J H Hawly, Starr & Williams, J M Rose, Beaver Creek Co, T J Johnson, Troy & Marsh, J W Powers, C A Brown:

Nov. 5.—Cope Fear Co's Steamer Chatham, with tow boat N King, as d on the 7th, their Steamer Gov. Graham, with tow boats Gen McRae and Alamance; Roberts & Co. A Weatherly, R Green. A A McKethan, Shelly & Field, J Cowles, T Caldwell & Son, Rev C F C N McAdoo, C T Haigh, J Johnson, C W Andrews, Martin & Carter, J W Carr, Worth & Purgess, Rock Holt, J R McLean, T H Ramsay, D Murphy, R D Golding; J M Jessep, H H Beard, Lindsay Mining Co, Deep

Nov 3. Brigs Ellen Hayden from N York, J Harris Schr E S Powell from New York-Schr E T Blodgett

NO WONDER HE WAS THANKFUL. Rochester, Oct 19, 1852.—Having experienced the matter bow difficult or long standing. I had this disease for two years, and am thankful that I heard of grave. Besides recovering my health, I consider that

I have saved some 2 or \$300 physician's fees. WM. HISS, fraveler in western New York. These celebrated Pills, also Dr M'Lane's Vermifuge, can now be had at the Drug Store of Saml J Hinsdale,

FAYETTEVILLE MARKET.

Corrected weekly for the North Carolinian:

it	BACON, W 16,	9	(a)	00
	BEESWAX, P 16;	24	(0)	25
s	COFFEE, & fi-			1000
t	Rio,	123	(0)	00
n	Laguira,		(a)	
	St. Dominge;	9	@	10
-1	COTTON, 29 lb.	94	@	
S	COTTON BAGGING, P yard-			, .
1	Gunny,	14	(a)	00
	Dundee,		0	
-	Burlaps,	10	(a)	
r	COTTON YARN, # 1b. Nos. 5 to 10,	18	(0)	00
f	DOMESTIC GOODS, P yard	10	0	00
e	Brown Sheetings;	71	(a)	8
	Osnaburgs,			
1	CANDLES, & L	0.9	(1)	10
-	Sperm,	40	0	FO
	Fayetteville mould,	2000	@	50
		174	2000	00
	Adamantine,	30	(a)	35
t		6 00	1000	0.00
	FEATHERS, & b.	40		45
1	FLAXSEED, & bushe),	1 00	(6)	0.00
1	GRAIN, P bushel—	200		2.24
	Corn.	80	(0)	00
	Wheat,			1 00
	Oats,	55	(a)	00
	Peas,	90	(a)	00
5	Rye,	85	(0)	00
	HDES. ₽ tb-=		-	
	Dry,	8	60	00
1	Green,	3	fa,	4
	IRON, P Ib-			
•	English,	4	(a)	4
- 1	Sweedes, common bar,	5	Ga	00
	Do. wide.	6	(a)	00
-1	LARD, P 16,	11	(a)	00
7	LEAD, P 1b,		(a)	10
1	SALT—	- 2	0	
8	Liverpool, Fack,	2 00	6	0 00
1	Alum, P bushel,	60	(0)	
33	SUGAR. 7 fb-	00	(6)	00
1	Loaf and crushed.	10	10	12
1			1.0	77.0
- 1	St Croix, PortoRico, & N Orlea	ns (0	9
1	MOLASSES, & gallon, Cubs.	60	-	647
	New Orleans,	26	@	
1	NAILS, cut, W keg;	5 50	(a)	00
a	LEATHER, sole,	5 50		0.00
930	CDIDITIC TO THE	20	60	224
	SPIRITS. 7 gallon-	.2	200	10
n	Peach Brandy,	2000	(A)	
1	Apple do.	40	(0)	45
8	Northern da.	40	60	43
12	N. C. Whiskey,	35	(e)	00
	TOBACCO, manufactured, & Ib, FODDER, & hundred,	8	@	30
v	FUNDER, & hundred,	1 00	(But)	0.00
f	HAY, N. C., & " TALLOW, & b,	60	0	75
. 1		10	0	00
	WOOL, P. Ib.	20	(0)	00
1	PORK. P 16,	7	@	8
. 1	BEEF, on the hoof, P fb,	4	(a)	5
8	BEEF, by the quarter or side;	4	(0)	5
1	MUTTON, P 16,	.5	a,	6
	CHICKENS, each,	12	(a)	00
1	FCCS 30 dozen	15	Go	OO

prices. As the price of produce sometimes varies in different parts of the town, we will state that the above Market House, and who is a close observer of the mar-REMARKS.—There is no improvement in the Cotton market the past week, and sales are

[It must be understood that the above are wholesale

made quick at 91, with upward tendency. Corn is scaree and would bring 80 cts.

Flour, demand good at quotations,

EGGS. 7 dozen,

POTATOES, Sweet, & bushel,

No change to note in other articles. Trade is uncommonly dull for the season,

Spirits Turpentine 56 to 57 cts. per gallon. do. \$3 25 to \$3 50 per bbl.

WILMINGTON MARKET, Nov. 10.

Since Tuesday morning last 864 bbls Turpen

Pork 8 to 9 cts. - Commercial.