

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.

Daily Mail 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.

The branch plank road from the 33 mile post to the Gulf, on Deep River, has been completed; the bridge at the Gulf has been put into excellent repair and is now under toll.

A branch plank road diverging from the main stem of the F. & W. Road, near the 17 mile post, and running in the direction of Hayward, is now strongly agitated, and it is confidently believed that the stock necessary to build it will be subscribed without difficulty.

It has been suggested to us by an intelligent gentleman familiar with the history of this work, (and we think the suggestion worthy of grave consideration) that the true policy of the Company is not so much to push the road westward, thereby increasing the length of the main stem, as to penetrate with branches that section of country lying between Fayetteville and the Central Railroad.

On the whole, we think the condition and prospects of the F. & W. Plank Road are quite as favorable as its most sanguine friends could wish.

Mr George Steers of New York, the architect of the yacht America, which a few months ago distanced the fastest sailing vessels of Europe, has constructed a model of a ship of 2,500 tons burden.

There is a new ocean steamer on the stocks at Green Point, near New York, called the William Norris, which is intended to surpass all others in speed.

Mr Griffiths, her architect, is confident that she will make the trip to Europe in seven days. She is to be launched some time in January next.

Mr Cooley and the Administration. Mr Cooley, the candidate of the "Hard" democrats of New York for Comptroller, recently at Syracuse made a speech in which he assailed President Pierce with great bitterness.

We are indebted to Hon. J. C. Dobbin for a copy of the Patent Office Report for '52-'53.

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State Elec. Cons.

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.

NEW YORK.—On the 8th an election was held for Secy of State, Comptroller, Treasurer, Attorney General, Canal Commissioners, &c.

LOUISIANA.—New Orleans, Nov. 8.—The democrats have carried all the local officers in the city by 1,000 maj.

NEW JERSEY.—The democrats have elected their Governor and carried the Legislature.

GILL'S BERNISH.—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.

THE FAYETTEVILLE PRESBYTERY, which met in this town on the 4th, adjourned on the 7th, after a harmonious session of three days.

FOR new advertisements see 2d page 4th column.

Fayetteville and Western Plank Road.

The tolls on the Fayetteville and Western Plank Road during the month of September last were \$2,804 81. For October, the tolls amounted to \$2,398 63.

On that portion of the road west of Salem there are two steam mills in operation, and about a mile and three-fourths of plank have been laid down.

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The Coal Fields.

We direct special attention to the letter of Dr. Mitchell, published in the Greensborough Patriot, in another column, in which he indicates a forthcoming report on the geology of that region.

The Salisbury Banner, whose editor has been on a visit to Concord, says: "We found the Cabarrus democracy wide awake, and several of them added their names to our list."

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Beaufort and the Interior.

A short time since we submitted some observations on the expediency of building a Railroad from Beaufort Harbor to Warsaw, on the Wilmington and Raleigh Railroad, as a means of connecting the Central Railroad with a port naturally and actually the best in the State, and at the same time affording the basis of an extension to Fayetteville which would give to the Coal region a suitable outlet.

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DIFFERENCE IN COST OF TRANSPORTING ONE TON OF COAL.

According to Professor Emmons, every square mile contains 6,272,000 tons. Now supposing the expense of transportation to be about 1 cent per ton per mile on each route, which is a fair estimate, we arrive at the following estimates:

Table with 2 columns: Route and Cost. One ton of coal carried via Central Railroad, &c., to Beaufort Harbor, \$1 68. One ton of coal carried via Western Railroad and Warsaw, 1 57.

The sum of \$689,920 would be saved on every square mile of coal, or almost enough to build the road from Warsaw to Beaufort.

That the people of North Carolina highly appreciate the importance of the Deep River coal fields to the State, we assume as an established proposition.

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MARRIED.

In this county, on the 2d inst, by Rev. David S. Williams, Mr Ezekiel M. King to Miss Sarah B. McNeill, daughter of Alex McNeill, decd.

In Montgomery county, on the 31st ult, after an illness of thirteen days, Joshua Alexander Martin, son of Angus and Annamara Martin, in the thirteenth year of his age.

DIED.

In Simpson county, Miss, on the 4th Sept. Mrs. Effy McNaire, wife of Alex McNaire, formerly of Richmond county, N. C., aged 78 years.

COMMERCIAL RECORD.

ARRIVED AT FAYETTEVILLE, Nov. 5.—Steamers Alice and Fanny Lutterloh, with goods for J. Goldwin & Co. J. S. & A. Gainer, W. B. Valentine, G. McNeill, J. B. McIntosh, W. L. Hall, C. T. Hays, &c.

ARRIVED AT WILMINGTON, Nov. 3.—Brigs Ellen Hayden from N. York, J. Harris from Beaufort, &c.

NO WONDER HE WAS THANKFUL. Rochester, Oct. 19, 1852.—Having experienced the beneficial effects of Dr. M. Lane's celebrated Liver Pills, I feel warranted in saying that they are a certain cure for liver complaint and all bilious diseases, no matter how difficult or long standing.

FAYETTEVILLE MARKET.

Corrected weekly for the North Carolinian, November 12, 1853.

Market price table with columns for commodity (e.g., Bacon, Beans, Coffee) and price per unit.

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.

Mr Toombs.—The Milledgeville Federal Union calls on the next Legislature of Georgia to instruct Mr Toombs on either of his seats as U. S. Senator from Georgia.

Read the report of the Chief Engineer of the Western Railroad Co. in another column.

Extract of a letter to the Editors of the Observer, dated "ROCKINGHAM, 7th Nov."

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 641,953.

THE COMMON SCHOOLS OF NEW ENGLAND.—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 641,953.

Since Tuesday morning last 864 bbls Turpentine (virgin and yellow dip and hard) were sold at \$5.50 to \$5.85 per bbl for dip, and \$2.15 for hard.

REMARKS.—There is no improvement in the Cotton market the past week, and sales are made quick at 9 1/2, with upward tendency.

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

WILMINGTON MARKET, Nov. 10. Since Tuesday morning last 864 bbls Turpentine (virgin and yellow dip and hard) were sold at \$5.50 to \$5.85 per bbl for dip, and \$2.15 for hard.