

BEAUFORT HARBOR. REPORT OF DEUT. MAFFETT, U. S. N.

The Goldsboro Republican, from which we copy, says that it is indebted to Hon. Thomas...

The Bar of Beaufort is composed of coarse and fine marine sand, mixed with dead shells, and like all Southern sand bars, it is subject to the extraneous influences of sea and current...

Wimble's Chart, published in 1737 (one hundred and seventeen years ago), gives 18 feet as the depth on the bar at low tide...

In the year 1811, 1813, and 1815, serious changes as to depth and direction occurred upon this bar, which were attributed to the heavy S. W. gales of those years...

Point Mason has been successfully protected from the encroachment of the sea by a system of jettees, and Shackelford's Point requires a like expedient, as, in every gale from the Southward, portions of it are washed away...

The Harbor of Beaufort may be regarded as extending from Macon Point westward to the entrance of Bogue's Sound, abreast of Shepard's Point...

The Prospect throughout the State.—The precise name of the next Governor is proverbially difficult of pronunciation until after the election, upon the principle that "doubtful things are uncertain" but assuredly, if there be any dependence to be placed on the signs of the times, and in the accounts received, Mr Bragg's chances for an election amount almost, if not quite, to a certainty...

The Baltimore Patriot says: "We have been informed that arrangements have been entered into by the Susquehanna Railroad Company with several of those who were wounded by the late calamity on that road, by which their claims for damages will be compromised. The company, in these cases, to pay all the expenses and to pay a certain weekly salary equal to the amount obtained before the injury, during the whole time the parties, by their injuries, are unable to attend to their vocation. This proposition has proved very satisfactory to those who have accepted of it, but there are others, we understand, who will prosecute for heavy damages, and leave the result to the judgment of a jury."

Harbors with such facilities on this part of the coast are too valuable to be neglected by the Government. Many of our coasting schooners use this Port constantly as a harbor of refuge, and the establishment of Lights and Boys by the general government to afford additional facilities for ingress and egress would be fully warranted by the importance of this coasting trade.

On several occasions during the month of March 1854, I have seen from 17 to 20 vessels with valuable cargoes anchored in this Port for safety from the gales.

The establishment of a Rail Road Depot at this place as an outlet for the mineral wealth and agricultural resources of the interior and Western parts of the State, would no doubt cause the Port to grow rapidly in commercial importance.

Where artificial means are to be resorted to with reference to sand bar improvements, I am impressed with the conviction that if the current can be governed, means should be applied to force the bar seaward into deep water, at right angles to the coast. Charleston main ship channel loses all benefit of the Ebb current by its general diffusion before it reaches the desired point.

Eleven feet at mean low water can be carried up to Gallant Point,—10 feet at mean low water, abreast of Carolina City. The channel by Bird Island though more permanent, is tortuous and affords but 6 feet at low water.

The whig papers have been making a great parade over the fact that Mr Bragg, as chairman of the Judiciary committee, reported against a bill to abolish imprisonment for debt. Fortunately "old books" show a much worse record for Gen. Dockery. Mr Bragg, as chairman of the committee, was bound to report according to the will of the majority of the committee, whether in accordance with his own views or not; but Gen. Dockery was not obliged to give the vote we now proceed to show he did give.

On page 113 of Senate Journal, 1844, we find that Mr Waddil, from the committee on the Judiciary, reported a bill "more effectually to prevent the imprisonment of Honest Debtors," and that Gen. DOCKERY VOTED AGAINST IT. The bill, however, passed, and is now the law. See page 142 for the vote. This bill provides that no capias ad satisfaciendum shall issue unless the plaintiff, his agent or attorney, shall make affidavit before the Clerk of the Court or some Justice of the Peace, that he has cause to believe and does believe, that the defendant has property, money or effects which cannot be reached by fieri facias, or has fraudulently concealed his property, money or effects, or is about to remove from the State. It further provides that no Court shall permit an issue of fraud to be made up and tried, under the provisions of the act for the relief of insolvent debtors, Rev. Statutes, Chap. 58 sec. 10th, unless the creditor, his agent or attorney suggesting the fraud or concealment, shall take out an affidavit in writing, of his belief of the truth of such suggestion, and also designate the property, money or effects he believes to be concealed.

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RAILROAD CONVENTION. A very large number of Delegates from the counties of Onslow, Duplin, Sampson and Cumberland, assembled in the Court House in the town of Kenansville, in pursuance of previous notice, on Saturday last, 23d inst.

On motion of Maj. Owen R. Kenan, the Convention was called to order, and Edward L. Winslow, Esq. of Cumberland, was selected to preside as President.

On motion of David Reid, Esq., Patrick Murphy, Esq. of Sampson, Jasper Etheridge, Esq. of Onslow, James Pearsall, Esq. of Duplin, and Jas. G. Cook, Esq. of Cumberland, were requested to officiate as Vice Presidents.

On motion of William E. Hill, Esq., Josiah Johnson of Sampson, and Stephen Graham of Duplin, were requested to act as Secretaries.

The Convention being thus organized, the President, in a very able and eloquent manner, addressed the Convention at length, on the importance of constructing a main trunk line of Rail Road from Beaufort Harbor to the Tennessee line, via Fayetteville and Salisbury, and endorsed the idea that in doing so, capital would concentrate at the terminus in the East, a large city be built up, and the commercial independence of the State achieved.

Resolved, That this Convention recommend a liberal system of Internal Improvement on the part of the State of North Carolina, having in view the interest of the whole State.

Resolved, That the line of road from Beaufort harbor to Fayetteville, being a line in the great chain of Rail Road in which we are the most interested, and that it is the duty of the Legislature to foster and encourage every scheme, tending to increase the great advantages of its position, and that by so doing, in the language of the late Rev. Joseph Caldwell, she may evince her dilige and care, to have "this gem of the State polished and ennobled," that in years to come, it may "shine with increasing lustre upon the brow of her beauty."

Resolved, That this Convention heartily approve the suggestion of a general Internal Improvement Convention to be held in the town of Salisbury on the last Wednesday in October next, and while expressing their willingness to co-operate with other sections in effecting the completion of other schemes, most especially commend, as emphatically a State project, a great central line of Rail Road from Beaufort harbor, via Jacksonville, Kenansville, Clinton, Fayetteville, Salisbury, and thence West—to the attention of the Salisbury Convention, the earnest consideration of the people along the line, and to the patronage and aid of the Legislature.

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Synopsis of the Homestead Bill, Now pending in Congress.

The 1st section provides that the minimum price of the public lands of the United States shall be reduced after the 1st of July, 1855, and sold according to the following scale. For lands which shall have been offered at public sale and remain unsold five years, \$1 per acre; for lands which shall have been offered at public sale and remain unsold ten years, 75 cents an acre; for lands which shall have been offered at public sale and remain unsold fifteen years, 50 cents an acre; for lands which shall have been offered at public sale and remain unsold twenty years, 25 cents an acre; and for lands which shall have been offered at public sale and remain unsold thirty years, 12 1/2 cents an acre; provided that the graduating process, from 50 cents to 25 cents an acre, shall not take place until the lands in the 50 cent class shall have been exposed to sale for a period of at least two years, at the price of 50 cents per acre, after which the price of the said lands shall be reduced to 25 cents per acre.

The 2d section provides that whenever a State shall desire to acquire a pre-emption right to all the lands, or to all the lands of any certain class and price, within its borders, for other purposes than a railroad or canal, and signifies the same to the President of the United States by an act of its Legislature, they shall be granted on the following terms: That said State shall fix the price of said lands above that price mentioned in the 1st section of this act, and the excess to itself; provided that the title shall not pass to the purchaser until he has paid the price fixed in the said 1st section to the United States, and that the lands shall be subject to the same legal subdivisions in the sale and survey as are now provided by law; and provided further, that any State which shall accept the provisions of this act, and shall pre-empt any lands under it, shall take them in full of the five per cent. fund thereafter to become due from the proceeds of said lands. But any State accepting the provisions of this act and the preceding section shall take the lands at the price fixed for each particular class, and no lands shall be sold by them for 25 cents an acre until they shall have been previously subject to entry through a period of two years at the price of 50 cents per acre, to be paid to the United States.

The 3d section provides that whenever a State shall charter a railroad or canal to run through the lands of the United States, and such State shall accept the benefit of the provisions hereinafter prescribed by an act to be passed at a general session of its Legislature, upon due notice being given of the fact to the Secretary of the Interior, it shall be his duty to set apart, of the public lands, seven thousand six hundred and eighty acres per mile of railroad or canal, within twelve miles on each side, and as near the route of such railroad or canal as possible, and the same shall be withdrawn from sale or entry by public advertisement of the Secretary of the Interior, except in the manner and form hereinafter prescribed. The price of these lands shall be \$1 per acre for those which have not yet been offered at public sale, or for those which have been subject to private entry less than five years; 75 cents for those which have been so subject to entry more than five years and less than ten years; 50 cents for those which have been so subject to entry more than ten years and less than twenty years; and 25 cents per acre for those which have been so subject to entry more than twenty years.

The 4th section provides that whenever a State, through such railroad or canal passes, and in which the said lands lie, shall desire to do so, it may select as pre-emptor, all the lands so reserved at the minimum prices designated in the 3d section of this act; but the State must take up and pay in cash for said land within ten years from the time when set apart by the Secretary of the Interior, or otherwise its right to such of them as remain unsold shall be forfeited. But before the expiration of this period the State may sell the lands thus reserved to individuals or corporations, provided that no title shall vest in the purchaser until he has paid to the proper land office of the United States, for the use of the United States, the price herein fixed as the price per acre for which the lands shall be sold.

The 5th section provides that, in the event of a difference between the Postmaster General and the railroad company as to the compensation for carrying the mails, the matter shall be settled by mutual agreement between the Postmaster General and the Governor of the State in which such railroad lies.

The 6th section provides that the lands purchased by any State, under the provision of the 3d section of this act, shall be applied by said State for the construction of the railroad or canal for which they were reserved; and that no lands shall be included within the operation of this act to which the Indian title has not been extinguished.

The 7th section provides that this act shall in no way apply to town or village property, either in-lots or out-lots, nor be construed as to interfere with any pre-emption claim, or to any lands reserved for schools, or other purposes, under any existing laws of the United States, not to any of the mineral lands of the United States.

The 8th section provides that any free white person, who is the head of a family, or who has arrived at the age of 21 years, and is capable of holding lands under the laws of the State in which the lands lie, or if they lie in a Territory, then any person who is capable of acquiring a pre-emption under the laws of the U. S., shall, from and after the passage of this act, be entitled to enter one-quarter section of vacant and unappropriated public lands, and no more, which may at the time the application is made be subject to private entry, or a quantity equal thereto, to be located in a body, in conformity with the legal subdivision of the public lands; provided that lands ceded by any Indian treaty stipulating for the payment to such Indians of the net proceeds of the sales of the ceded lands shall not be subject to the operations of this act, except at the graduated prices fixed therefor.

prove by two credible witnesses that he or she have continued to reside upon and cultivate said land, and still reside upon the same then, in such case, he or she shall be entitled to a patent, as in other cases provided for by law; and all such persons as are specified in the 8th section, and who are now settled upon lands subject to entry by this act, shall be entitled to its benefits, upon the expiration of five years from the date of such settlement. The benefits of this and the preceding section of this act shall be extended to the settlers upon the public lands in California, upon payment of \$1 per acre.

The 10th section provides that the register of the land office shall keep a register of all entries, and make return thereof to the General Land Office.

The 11th section provides that any person who may have filed his or her affidavit of an intention to settle a quarter section of land under the provisions of this act may at any time acquire title thereto by paying the full graduated price for the same. But no person or person shall be allowed to file a declaration of intention to settle, for the purpose of claiming the benefit of the provision of this act, in regard to five years actual settlement, after the State shall have purchased, or taken as pre-emptor, the class in which said lands lie.

The 12th section provides that any person who may have filed his or her affidavit of an intention to settle a quarter section of land under the provisions of this act may at any time acquire title thereto by paying the full graduated price for the same. But no person or person shall be allowed to file a declaration of intention to settle, for the purpose of claiming the benefit of the provision of this act, in regard to five years actual settlement, after the State shall have purchased, or taken as pre-emptor, the class in which said lands lie.

The 13th section provides that any person who may have filed his or her affidavit of an intention to settle a quarter section of land under the provisions of this act may at any time acquire title thereto by paying the full graduated price for the same. But no person or person shall be allowed to file a declaration of intention to settle, for the purpose of claiming the benefit of the provision of this act, in regard to five years actual settlement, after the State shall have purchased, or taken as pre-emptor, the class in which said lands lie.

The 14th section provides that any person who may have filed his or her affidavit of an intention to settle a quarter section of land under the provisions of this act may at any time acquire title thereto by paying the full graduated price for the same. But no person or person shall be allowed to file a declaration of intention to settle, for the purpose of claiming the benefit of the provision of this act, in regard to five years actual settlement, after the State shall have purchased, or taken as pre-emptor, the class in which said lands lie.

The 15th section provides that any person who may have filed his or her affidavit of an intention to settle a quarter section of land under the provisions of this act may at any time acquire title thereto by paying the full graduated price for the same. But no person or person shall be allowed to file a declaration of intention to settle, for the purpose of claiming the benefit of the provision of this act, in regard to five years actual settlement, after the State shall have purchased, or taken as pre-emptor, the class in which said lands lie.

The 16th section provides that any person who may have filed his or her affidavit of an intention to settle a quarter section of land under the provisions of this act may at any time acquire title thereto by paying the full graduated price for the same. But no person or person shall be allowed to file a declaration of intention to settle, for the purpose of claiming the benefit of the provision of this act, in regard to five years actual settlement, after the State shall have purchased, or taken as pre-emptor, the class in which said lands lie.

The 17th section provides that any person who may have filed his or her affidavit of an intention to settle a quarter section of land under the provisions of this act may at any time acquire title thereto by paying the full graduated price for the same. But no person or person shall be allowed to file a declaration of intention to settle, for the purpose of claiming the benefit of the provision of this act, in regard to five years actual settlement, after the State shall have purchased, or taken as pre-emptor, the class in which said lands lie.

Splendid Swindling and Brilliant Larcenies.

"The solid, respectable and leading citizens of New York," we regret to observe, have recently directed their attention to the various departments of swindling. These operations are wholesale, and none of the refined and accomplished scamps have dirtied their gloves with less than a hundred thousand dollars. Free society seems to be giving way, from garret to cellar, and incendiaries, larceniers and swindlers, having been swept, with philanthropic brooms, from Five Points and Cow Bay, have taken up their abodes in the gilded palaces of Fifth Avenue, and the temples of the money changers in Wall-street. Vice has crept up from the extremities to the body of New York society, and we expect every day to hear of the pillars of aristocratic Grace and substantial Trinity Churches, being locked up in the tombs. New York has recently broken out in a violent erysipelas of crime; and bulls and bears vie with each other in the extent of their larcenies. A new class of chevaliers de industrie have forced the Peter Funks to hide their diminished heads.

Several of the leading men of New York, capital specimens of our "indigenous De Medici," and mushroom "Merchant Princes;" men who subscribe ten thousand dollars to build churches, and sit near the altar in New York tabernacles, have recently been robbing widows and orphans, in a manner that has excited the unqualified animosity of the pick-pockets and retail swindlers of the free State. Mr. Kyle, "a noble man and upright citizen," as flunkies always boast successful scamps, has made way with perhaps half a million of dollars, but that munificent and exemplary gentleman, Robert Schuyler, has appropriated the sum of \$2,305,000 and is, of course, the lion of the financial circles of New York. His claims to glory are disputed by a young gentleman of high social position and strict principles, who a few days ago, faithfully discharged his duties to Mr. Belmont, by abstracting the sum of \$14,000 from that gentleman's strong box.

Scarcely had that gentleman won the merited applause which enterprise and skill always secure in a prosperous city like New York, when the noble attempt of Mr. Charles A. Percy to win a name among the great men of his proud city is disclosed. The last named gentleman owns a splendid house on Long Island, was surrounded by all the magnificence that wealth could give, chartered steamboats to give the elite of civilization picnics and sailing excursions, was presented with gold watches by grateful volunteer companies, and emulated Dives in the splendors of his town residence. A few nights since that model of a man was caught by the police of New York attempting to fire one of his enormous store-houses, having annotated it with pitch, turpentine and other inflammable substances. His gentlemanly and noble object was, to cheat the insurance offices, and certain merchants whose goods he had stolen from the warehouse.

No blame in the principle circles of New York attaches to any of these estimable but unfortunate gentlemen. They merely failed in great enterprises, which, if consummated, would have placed them still higher in the social circles which they adorn, by the effluence of their moral worth, and eminent piety. The leading capitalists of the North will, no doubt, make every effort to restore these gentlemen to the sphere of financial usefulness from which they had fallen without any fault of their own.

The bulls and bears, no doubt, propose presenting to the eminent Mr. Schuyler a service of gold plate, for his disinterested, patriotic, and noble efforts to improve the condition of the New Haven and the Harlem railroads. They do such things in a far more princely manner in the free States than they do in the "hegemony slave States."

We have so little appreciation for great men as not unfeignedly to look up for a long term of years such men as Kyle, Schuyler, and Percy. But we are "mad barbarians." Richmond Examiner.

RAILROAD CONVENTION.—We have been requested by the Milton Spectator, to state, that a Rail Road Convention, composed of the counties of Stokes, Rockingham, Caswell, Person, and Granville; the towns of Clarksville, Wilmington, Weldon, Raleigh, Portsmouth, Petersburg, and Norfolk, to further the proposed extension of the Roanoke Valley Railroad through the counties of Granville, Person, and Caswell, to Leesville, in Rockingham county, is appointed to meet in Yanceyville, N. C., on Wednesday, the 8th of November next. The Raleigh and Gaston Railroad, the Wilmington and Raleigh Railroad, the Seaboard and Roanoke Railroad, the Petersburg and Roanoke Railroad, the Greenville and Roanoke Railroad, and the Roanoke Valley Railroad Companies, are all expected to be represented in this convention, for they are all deeply interested in its objects. This convention was called by a large and respectable meeting of the citizens of Caswell held on Tuesday the 4th inst. —Wilmington Herald.

A SHORT STORY.—Dickens tells the following story of an American sea-captain: In his last voyage home, the captain had on board a young lady of remarkable personal attractions—a phrase I use as being one entirely new, and one you never meet with in the newspapers. This young lady was beloved intensely by five young gentlemen, passengers, and in turn she was in love with them all very ardently, but without any particular preference for either. Not knowing how to make up her determination in this dilemma, she consulted, my friend, the captain. The captain being a man of original turn of mind, says to the young lady, "Jump overboard and marry the man who jumps after you." The young lady struck with the idea, and being fond of bathing, especially in warm weather, as it then was, took the advice of the captain, who had a boat ready and manned, in case of accident.

Accordingly, next morning, the five lovers being on deck, and looking very devoutly at the young lady, she plunged into the sea head foremost. Four of the lovers immediately jumped in after her. When the young lady and her four lovers got out again, she says to the captain, "What am I to do now, they are so wet?" Says the captain, "Take the dry one!" And the young lady did, and married him.

The Liver Pills.—The Liver Pills were first used by him exclusively in his own practice. So efficacious were they in all cases of Liver complaint, that they became famous, and attracting the attention of the medical faculty, passed into general use. They act with great certainty and regularity; the patient almost immediately feels the dispersion of his disease, and is gradually restored to health. With some the effect is almost miraculous, frequently experiencing immediate relief, after having for months resorted to drugs and medicines of another description, in vain. Diseases of the Liver are very common in our country, and are often fatal in character. Those who experience any of the promontory symptoms of this dangerous and complicated disease, should at once procure a box of Dr. M. Lane's Pills, and thereby, he saved a world of misery.

For sale by S. J. Hinsdale, Fayetteville N. C.