PRICES CURRENT.					
		Wilmington, May 14.	Fayetteville,	Newbern, March 29.	Petersburg,
(N) 520 20		cts. cts.	cts. cts.	cts. cts.	cts. cts.
B.a.dy, Cogniac,	gall.	120 125	125 160	150 175	125 200
Apple,		35 36	36 40	40 50	35 100
Peach,		_	45 5.	75 80	75 100
£::03, · · · · ·	Ib.	7 10	6 8	6 7	7 8
[] e-n'a*,		25 26	22 23	28	25
Lutter,		15 20	15 20	12 18	12 25
foffer,	-	14 15	14 17	18	15 18
Corn.	bush.	50	40	35 40	35
• *ton,	1b.	8	84 9	8 9	8 10
Candles, mould,	-	15 16	16	1.5	14
Flaxsend, rough,	bush.		7.5	70 80	
Your,	bbl.	525 550	490 450	650	500 700
Frathers,	1b.		25 28	35 40	_
ton, Holland,	gall.	100 110	90 125	100 125	90 100
Country,		37 40	43 45	45 5	35
loon,	· ton		_	_	1100011200
toda	· - 1b.	9 1	7 7	7 8	7 8
1 40.	- cask	150 175	200 25	_	15) 200
Midasses.	- gall.	30 35	31 33	29 32	35 40
Sade, Cut, assorted,	keg	_	81 9	_	71 8
max.	bush.	_	25 3		
Lowder, Amer	keg	_	500 810	_	600 450
Kum, Jamaica,	gall.	100 112	125 150	90 100	125 150
West India,		80 90	70 80	85 90	75 100
New England,	1	40 42	40	40 45	42 45
n	cwt.	275 310	351 400	300 325	400 450
			1000		850 1000
Sait inverpool,	bush.		7.5	6.5	75
Turk's Island,		40 45	7.5	60	
Sugar, Brown,	cwt.	800 1000	850 1100	900 1000	900 1300
Loaf,	1b.	_	19 22	18 23	18 26
Tea, Imperial, & Gunpow	der.		150 175		140 150
Hyson, - · ·		_	120	_	
Young Hyson,		_		-	100 121
Tobacco,	cwt.	400 425	250 275		250 706
Tallow,	1b.	10	8	10	230
direct.	bush.	-	70 75	1.0	80 85
Vuskey,	gall.	32 35	25 31-	3:	33 35
Wine, Maleira,	gam.	J	250 400	300 375	250 500
and the same of th			125 150	125 160	230 300
Teneriffe,		2000	160 225	200 250	
Sherry,		-	200 380	200 230	
Port,			75 125		
Malaga,	1 -	-	7.5 125	-	

HILLSBOROUGH, N. C. PUBLISHED WEEKLY

BY DENNIS HEARTT,

THEE DOLLARS A TEAR, OR TWO BOLLARS FIFTY CENTS IF PAID IN ADVANCE.

Those who do not give notice of their wish have the paper discontinued at the expiraa fitne year, will be presumed as desiring Sinuance until countermanded. - And no paper will be discontinued until all arrearages are paid, unless at the option of the pub-

ver will procure seven subscribers sat guarantee the payments, shall receive the e.gath gratis.

Advertisements not exceeding sixteen lines will be inserted three times for one dollar, and twenty-five cents for each continuance. Subscriptions received by the printer, and most of the post-masters in the state

All letters upon business relative to the pader nust be post-paid.

TEN DOLLAKS R' WARD. STRAYED from the stable

of the subscriber, who lives in the north west corner on ville county, on the 12th inst. and before, branded with the letter "T" on

he left hip, and had on a bell and yoke. The hove reward will be paid for his delivery to the subscriber.

John Sandford. April 22.

49-3w REMOVAL.

Tife subscribers having removed their Saddiers Shop to the building west of Thos. lancy & Co. they take this method of informig their friends and customers that they are prepared to supply them with all articles in line as cheap as can be bought in the state, and they venture to say, if not superi-or, at least as good as can be had any where.

Their work has hitherto proved good; and having the best of workmen and northern materials, they feel assured that they can give general satisfaction to all who may call upon bem for work.

J. B. M'Dade & Co. Jan. 15. 13--tf

NOTICE.

R AN away from the subscriber on the 24th of March last, a negro girl named Mariah. nighteen years of age, slim built, long chin and pr. some black spots on the white of her eyes, whited to stutter when frightened. She is probably larking in the neighbourhood of Hillsborough. All persons are forbid harbouring or Caploying her, under the penalty of the lawprehension and delivery to the subscriber, and all necessary expenses paid.

Handy Wood. Haw River, near Murphey's mill, 30-3wp May 13.

BLANKS, FOR SALE AT THIS OFFICE. | February 12.

NOTICE.

DCRSONS indebted for articles purchased at A the sale of Enoch Thompson, on the Sth If we would make them weak and powmediate payment to the subscriber, as a delay until aft r next county court wil make it ne-cessary to put them into the hands of an offi-

Wm. Pickett, Agent for Enoch Thumpson.

READY MADE CLOTHING. J. PALMER has just received and open-

IN . ed for sale at the Hillsborough Book Store, an assortment of Ready Made CLOTHING.

consisting of Great Coats, Cloaks, Suitouts, Frock and Close Coats, Pantaloons, Vests, &c. also Legnorn. Sattin & Silk BONNETS.

trimmed; which he will sell at reduced prices All orders for articles in the above line will

be received and promptly supplied. e still continues to keep an assortment of BOOKS & STATIONARY for sale at his usual low prices. Additional supplies short ex-

April 1.

THE BLOODED HORSE ABABIAN

WILL stand one mile and a half west of Hillsbo-rough, on the Hartford road, at ten dollars a season, payable on the 1st of January, 1829, which may be discharged by the payment of eight dollars any time during the season fifteen dollars will be asked for insurance-and five dollars

for a single 1 ap.

ARABIAN is a beautiful horse, four years old this spring, upwards of fifteen hands high, and of the best blood. His sire is the celebrated horse Saladin, which was imported some years ago by the American consul at Tripoli, having been selected by him from a large number of fine horses belonging to the Bashaw. His dam was got by the well known horse President, whose stock is in high repute.

The season will commence on the 10th of March, and terminate on the 20th of July.

The Arabian horses, though not remarkable for size, are noted for fleetness and durability; and it is thought that crossed with the Sir Archie blood, they will produce the finest borses

for the saddle, waggon or plough. When mares are sent from a distance, they will be attended and fed at a moderate charge but no liability for accidents

Z. Mitchell, Groom. February 5. 16-

HOUSES and LOTS in Hillsborough for sale,

By BARNABAS O'FAIRHILL, on a credit of one year.

A S my object is to prevent the most infaever was known, and scemingly permitted in a christian country, I will sell all, beginning at the louse where Nancy Gawly now hves and carries on her infamous debaucheries with her o'd stampey humpey.

From the Raleigh Register.

CARLTON-NO. XV.

The fourth question to be answered was, whereought a Railroad to be made? in replying to this, two objects of the first importance are to be specially consulted. The first is to secure union; the second, that every inch of it as soon as finished shall be immediately useful and hat its utility may grow with the extension of the work, till the whole people shall enjoy its benefits: till all shall be released from the restrictions which now act as a perpetual embargo upon most of the productions of the country, and as an oppressive tax upon the few articles that bear transportation.

It has been shown that we are unpre pared to engage in more than a single work. On one object, and on one alone should the efforts of the -state be concentrated. This is essential to a cordial and persevering union. The moment a second is proposed and admitted, there is no cod to the jealousies, the claims, and the distracted counsels that will rush upon us like a flood; and drown at once our strength and our prospects. This unity of plan is essential to the possibility of success. If our resources be divided, that moment they are in competent.

Admit then that it must be single, where ought it to be? the answer obviously is, that it should be central. If it is to be done by a union of all the peo ple, that cannot be a correct policy, which is vitally at variance with the plainest principle by which union is to be effected. Would we hope for concord, not a feature of the measure that is to unive us, should be marked with partiality. It is a deformily which will grow more hideous and fensive, the more it is developed. Lav act of a free people, to be wise, effic ent and happy, must emanate from a spire of compromise, and in this spirit should it be sustained and conducted. Dissgreements may occur and must be a specied, riess, it must be demonstrable that their plans are iniquitous, and their com. plaints unreasonable. If the u reason bleness and iniquity be chargeable on s, in a conflict of counsels they will le heaped upon us, and we shall strive i vain to prevent them from sinking us to the bottom. If an undertaking may fal for want of union, when it originates itequitable and disinterested principles ch we rationally hope for success wen its local prejudices and partial incrests are written in conspicuous chracters upon its front? If living in a pre of the state, at a distance from a etral line, it be an object dear to any of is, to obtain the privileges of interpallimprovement, by having thrown opes to us an unobstructed marker, let us h assured that the method of arrivingspeedily at the accomplishment of our v shes, is first to unite in a central * 11 Any place which has heretofore flour hed as a seat of commerce, manuactues, or any species of business, will neverbe injured by a Railway through the middle of the state. If it prove the

meant of prosperity to the people, as it certainly will, that prosperity will be every there felt. The consequence will be thatour people will cease to go in quest d settlemen's to the west It will ecomes privilege to live in North Ca. rolina, Istead of looking to the fertility of westen lands, and to the opportuni ties of parket which western people erjoy. Let a Railway be constructed. and theturrent of emigration will be arrested and as inflox of inhabitants will insightly commence. The muscles, sinews, ateries, and veins of this skole. ton will f up. It will a sume a bright and lustres complexion, the sure tokens of inernal energy and health. Our wild and fuitless forests will fall before the axe our increasing and resuscitated population. Our lands will be occupied by vigorous, because a rewarmented. Their value will be suga better cultre. Their owners will be cheered and erved when they are now assured that hey can send away every thing at as mense which is a nothing, into the mirket of the world. The pro ductions of the suit and of the mine will be incondivably multiplied Capital will become abundant in the hands of multitude instead of b ing limited to

a few spartley scattered through the

state. Manfactures will be established.

Enterpriseind invention will 'e at mu-

lated into le and activity. In less than

growth of sixty. Such a prosperity pos. sesses the quality of being diffusable through the whole community. It is like oil spreading upon the water till it reaches the shores of the lake. It resembles the food that disperses strength to the utmost extremitte. To the prople of Fayetteville, of Salisbury, and many of our southern counties, a Railway between those places is of the highest importance. It is not because of any real difficulty to making it, that ices not to be effected. Let them upon frank and disinterested principles coalesce with all the counties and all the people in the prosecution of a commercial inoroughfare through the middle of the state, and it will be a pledge to themselves of a speedy prosperity as yet unexampled and unconceived. Could we only have disclosed to us, by the first successes and the first fruits of such a work, the facility of its operations, and the lightness of the xpense to every one personally, the difficulties now so staggering to us would be at an end. This discovery once made, as it would ue by the experience of a single year, so important a Railway as that between Salisbury and Fayetteville would soon tollow. I would be the certain result of private enterprise in two years, or at the utmost three, and with immense profit to the owners, though not a single cent were solicited or granted from the state. The distance of these places, as hortened by a Raisway, is probably a undred and in miles, and half of this is along an elevated level, sending out he waters of the Pedce on the one side,

and of Cape Fear on the other. An impression of such consequences ppears to have been made already upon he minds of some, and it hos been strangely used as an objection, even against the first employment of en. ineers; as though the evidences of anvantage were likely to be so this ng, that those who are politerally to internal im provement in this or any other way. were afraid to trus the people to themselves, when the advantages should be clearly and fully displayed before their eyes. If a survey and estimate on be made, say they, we shall be so intent upon Railroads that there will be to and to them. What is this but to ac knowledge, that even in their own apprehension the benefits will be so ma nifest, that the people will see their highest interests in such an underta-

king. upon his land, has reason to think that it contains large quantities of gold. Does he say to himself, I will shut my eyes to this? I' a neighbour who is of the same opinion recommends a trial, does he reply. No! by no means? I am resolved not to do it. Do not persuale me. I am uneasy about it airea y; and sometimes I cannot sleep; for some how the impression is upon me that there is a great deal of gold all over my grounds. But if I once begin, and it really prove true, there will be no end

to my digging. Let it be our first object to secure a spirit of coalition for the true interest of our state. Let us seek after it up n sure and rational principles. Let us found it upon the basis of experience. Let us look for it in an ingenuous and liberal admission of the plan whatever it may be, which comprehends the good of the whole, and in which discontent sear hes in vain for a p oof of partial operation or selfish motives. Let no sensitive and surly spirit of resistance spring up, hunting ther obstacles, and beaping them up against any measure which promises to combine the interest of the state and the common suffrage. Les every morbid and sullen je slousy be expelled from our posoms. Let it be replaced by enlightened counsels and a generous co-operation. When we look back at the past, must it not appear that we have stood about from one another, and kept at the distance where repuision prevails. So long as this con inue., Nor n Catelina can never becom a body o atleng h, compactness, and efficiency. What temains but to change this distance, and with a noble and generous purpose penetrate through these repulsive timus, till we shall feel the attractive charm of approximation and mutual confidence.

We have seen the importance of ex cluding the elements of division from our counsels, and of securing conciliation and harmony by adopting a single work with a central le aliry. But now it may be asked, are the circums acces such as to admit of that? Happing this possible. Let us remember it as it is 27-if | ten years to shall have realized the | can be answered unreservedly in the at.

firmstive. The maritime town of Beatfort is centrally situated upon pur coast. For healthiness none is superior to it. It is close upon the ocean, and yet is safe from its storms. Here is an excellent and spacious harbor, with an inlet directly accessible from ses for ships of three hundred tons. With all its circumstances it challenges comparison with any port on the whole A rican coast south of the Chesapeake For detailed evidences of this, we refer to the fith and cleventh numbers of this series, and to the printed reports on Internal imporvement. Newbern is another maritime town, centrally situated, forty miles above Beaufort by land and thirty ex y water, and thus on a line passing up through the middle of the state. From an act of our last legislature, new and enlarged prospects are opening through Newbern. It s pasange to sea through Ocracoke, can be deepened to ten or twelve feet through the sound, the importance of Newbern as a mart of trade to our upper country must be incalculably augmented. But let us remember that the expediency of directing a Raitroau to Newbern, is wholly independent on the success or failure of this meritoriou- and honorable enterprise. By the Harlis canal a communication is already realized between B aufort and Newbern, and all that is necessary is to expand this canal, through its length of two or three miles, and lay it open to steamboats, if not larger vessels. Again, Raleigh, our metropolis, is centrally situated. This may be properly called the first landing place among the hills, after traversing he level space of a hundred miles from Newbern to our upper country. This whole line, as did the previous one beween Beaufort and Newbern, passes c strally through that part of the state. A Railroad can be constructed here for less than two thousand seven hundred dollars a mile, according to an estimate already made, or certainly at not more than three thousand. By a contribution . 40 cents from every one who pays perconal tax, forty thies can be compieted yearly, until in two years and & tal this distance is finished. Lastly, by setting out from Releigh and continuing in a line directly west, or as scarly as may be by a practical survey, it pursucs a course through the heart of the state, till it reaches the western extremity, its distance from Virginia and South Carolina being generally not more than filty miles, while two thirds of the state, to the west of the capital, are within thirty-four miles of it, and one third within seventeen.

It now appears that a work unning the state in its execution, can scarcely take any other course than the one designated. Its locality is determined by a reference to every thing which i naturally comprehended.

One more circumstance needs our attention before we leave this part of our subject. At a former period when engaged in the improvement of our rivers, and in opening canals, we ultimately incurred disaster and loss, not only by dividing our strength among a multitude of works, but by commence ing our operations in the interior parts of the state, and in som instances in the very neighbourhood of the mountains. The consequence was, that as soon as the lunds were exhausted, which were alloited to these distant and scattered portions of our public w iks. they were devoid of all value for want of connection with one another, and with any commercial mart. They stood as dispersed and mouldering monuments of our divided counsels, our excessive undertakings, and our indiscretion in commencing operations where they must necessarily he useless, until the whole system should be completed. From past errors let us learn future wiscom. By beginning at a scapert, as sone as any part is fi ished it is useful. I instantly presents an experiment, to des termine the practicability and the efficient cacy of the undertaking. A length of thirty five or forty miles, which may be con pleted in one year, will give a vals ue before unknown to every thing hough the whole of that distance. But its a fluence will not be limited to that extent. It will be felt in a greater or less degree much further into the country. The insight it will give us into the manner of the work, its facilities, its difficulties, and its expense in practice, will impart precision to our operations, ape inspire us with confiren e. D. you a k, What it it should fait? This 1 im-

let out to be constructed in portions by