# THE WILMINGTON JOURNAL.

## WILMINGTON, N. C., MONDAY, NOV. 13, 1854

Authorized Agents for the Journal. JAMES M. REDMOND, Tarboro', Edgecombe co., N. C. JOSIAH JOHNSON, Clinton, Sampson county. JOSEPH R. KEMP, Bladen county JAMES H. MEREDITH, Gravelly Hill, Bladen co. London, where Advertisements and Subscriptions will be received for this Periodical.

## The Stockholders' Meeting.

Court House yesterday have not yet been received .- weighs six pounds and one ounce. It is "some ness. The report of the President and Directors was received and referred to a committee, who made a report thereon, through their Chairman, Dr. F. J. Hill. A resolution, instructing the President and amendment in the Charter of the Company giving the election of the President to the Board of Direcamendment to that resolution making it \$3,000, were lost.

majority of all the votes cast, was declared duly perished before they were rescued. elected President of the Company for the ensuing she struck, and before the passengers were rescued her distinguished husband. Ashe, Wm. A. Wright and John C. McRae, Esqs., and General James Owen. Previous to the vote of the State having been cast, the vote stood, as nearly twenty-nine hundred and three thousand-the balance of the individual Stock being divided between Mr. McRae and Gen. Owen. The State then voted nora, is progressing. for Mr. Ashe, which gave him a decided majority of A BATTLE IN THE PACIFIC .- A French fleet, conall the votes cast.

After the election of President, the Stockholders proceeded to the election of seven Directors, the old the Russian town and fort of Petropoulowski, in For Purchase and Re-Board being elected, with this difference, that General Alexander McRae was chosen in place of Mr. Wright, who has been appointed a Director on the part of the State.

A resolution for the establishment of an office in New York, for the transfer of Stock was lost. The recent Schuyler developements have destroyed confidence in New York Transfer agents.

We believe that we have given the gist of the doings; the report of the Secretaries which will probably be ready for publication to-morrow, will furnish the details, which will no doubt be found interesting .- being one week later. Having given the most essential items we do not care The intelligence by this arrival is quite interesting,

went for Ullman by common consent, perhaps by a ment. preconcerted arrangement, including circulars or out the State. At any rate they have thrown the Court of Madrid, was, on Tuesday, the 24th, refused bulk of their vote for the candidate of the Know-Nothings. Several of the "Silver gray" Whigs did JAMES H. HERESDITH, Gravely Hill, Diadel CO. B. BARNES, Black Creek, Wayne county. Lewis Jones, Pink Hill P. O., Lenoir county. This Paper is filed, and may be seen free of charge at Holloway's Pilland Ointment Establishment, 244, Strand, at Holloway's Pilland Ointment Establishment, 244, Strand, enough to make him Governor .- Ibid, 11th inst.

Some "TATER."-Mr. Alonzo Nixon has presen-The official proceedings of the meeting held at the on Topsail Sound, New Hanover county, which ing the British West Indian possessions, cannot be re-

We state the substance of the most important busi- later." We would like to see if any one can beat it.

## Two weeks later from California.

The Steamer North Star arrived at New York on great the 9th inst., with California dates to the 16th ult .-Directors to memorialize the next Legislature for an She brings \$1,700,000 in gold on freight. The Steamer Yankee Blade left San Francisco on the 30th of September for Panama, and was wrecked on the following day. She had on board 800 passengers, tors, was negatived by a large vote. A resolution to besides her crew and firemen, when she struck the raise the salary of the President to \$2,500, as also an reef rocks, off Point Arguello, 15 miles above Point of the 30th ultimo says that the Governor of Texas terminus of the Road to meet this demand. To do this Conception

cause of the disaster. The captain supposed the of the Pacific Railroad contract The project is At the evening session, commencing at seven o'- steamer to be twenty miles from the coast at the time therefore considered a failure. clock, an election was had for President and Board of the disaster. The scene among the passengers of Directors. Hon. Wm. S. Ashe, having received a is represented to have been awful, fifteen of whom Hamilton, of the Revolution, died at Washington There was a terrible scene of pillage on board after

year. The candidates voted for were-Hon. Wm. S. by the steamer Goliah. All the specie on board, amounting to \$153,000, was lost. The ship is a total wreck, having soon washed to pieces.

Henry Meigs has committed forgeries of Compas we recollect, about as follows :- Mr. Ashe, some- &c., to the extent of \$1,600,000, and decamped for ders, their nineteenth annual report, showing the reasons would compel them, in consulting that interest, to troller's warrants, the stock of California, papers, thing over thirty-one hundred; Mr. Wright, between parts unknown, with his brother, John G. Meigs, in business operations of the Company for year ending make a like discrimination against the Southern end of the the bark American, which they purchased, stored and the 30th of September, 1854

sisting of three frigates and a sloop of war, arrived at San Francisco on the 3d inst. They had, in conjunction with the English fleet, made an attack upon

Kamschatka. The English and French were repulsed with a loss variously estimated at from one hundred to about Transportation includdouble that number. The British Admiral Price, who commanded the combined fleet, was killed by a

pistol shot during the engagement, and it is supposed accidentally shot himself. Two Russian vessels had been captured by the allies. The British ships sailed afterwards for Van- Cost of Materials ..... 16,774 26 couver's Island.

ONE WEEK LATER FROM EUROPE. The Royal mail Steamer America, arrived at Halifax, on the 9th, bringing Liverpool dates to the 28th,

be regarded as an administration triumph ; hence they The Legitamists are preparing for some new move-

The London Times says :- "We are info med that necessity for active co-operation, in removing this barrier to correct. special messengers to all the hard shell clubs through- the Hon. Pierre Soule, the American Minister to the a free and fair business, and we must once more put forth We submit the following statements, showing the result England to Spain '

THE ACQUISITION OF SAMANA .- The London Post, to the annexation of St. Domingo. The acquisition by the United States of so important a position as a sit and an unbroken connection shall be secured to the pasposition threatening on either hand the Spanish Is- senger. ted us with a Sweet Potatoe, raised on his plantation, lands of Cuba and Porto Rico, and so directly affectceived indifferently.

CHINA .- The arrival of the overland mail had been telegraphed to London.

Canton, up to the 9th of September, was still to the account; but when the Company were compelled to take the way trains from their regular business on the South-

There was no tea ready for shipment. The Insergents yet hold Shanghai. The American clipper ship Comet had arrived at Hong Kong from Liverpool, in \$4 days.

## Later from Texas.

NEW OBLEANS, Nov. 8 .- The Austin State Gazette has refused to receive the stock offered by Messrs. A heavy fog hung upon the coast, which was the Walker & King as a deposit to secure the fulfillment at Weldon, and an outlay of 30 to 40,000 for the extra trains,

Mrs. Hamilton, widow of General Alexander to farm out the Naval Store business on the Northern end City on the 9th inst., aged 99 years She was an ac- Companies to run on the Road ; this would involve an insucomplished and estimable lady, every way worthy of perable difficulty in consequence of the want of responsibili-

## WILMINGTON & RALEIGH RAIL ROAD. Presidents and Directors' Report.

The President and Directors of the Wilmington and Raleign Rail Road Company, submit to the Stockhol The receipts have been as follows : armed for the purpose. The trial of Colonel Walker, ex-President of So-"Way Passengers, 132,511 51 Way Passengers. 132,511 51 Steamboat Freight, 5,575 74 &c..... 5,575 74 Railroad Freights 130,463 57 Mail, Rents, &c.. 63,296 66 EXPENDITURES. Transportation.

pairs of Locomotives. 44,434 82 For Repairs of Coaches 37,:03 08 ing Station expense 96,516 15 \$178,254 05

ROAD REPAIRS. Pay of Overseers and Hands... 31,147 12 Subsistence and Cloth-6.945 20 ing. ............

- \$ 54,866 58 STEAM BOATS. 2,403 31

2,403 31 Subsistence and Pay... 36,624 48 ---- \$ 57,899 34 Office expenses ..... 200 76

Georgia, for which a charter has been granted by the Legis they have been and affictions here, and compared all the entries with their prop- I shall soon be done with my troubles and afficient here, and lature of South Carolina. We truly regret to say that the Stock accounts, and compared all the entries with their prop- I shall soon be done with my troubles and afficient here, and aent. MR. SOULE PROHIBITED FROM ENTERING FRANCE.our energies and remove this obstacle, by making the con- of the Company's business for the past year : nection complete with Augusta, Georgia. We wish we could

long as the Charleston Company adheres to its present views, we cannot see how it is to be avoided. Rival lines, for the Freights on Rail Road..... accommodation of the through travel, are in progress of con-struction, and it is indispensably nessary, if the present At-lantic line wishes to retain even a fair share of this travel, Transportation of Mails, Rents, &c.,... that every facility should be offered by which a speedy tran-

Cost of Transportation, including RATES OF TRANSPORTATION. Repairs of Locomotives Coaches As some dissatisfaction has been expressed at an increase and Cars, and Depot expenses, ... \$178,254 05 of freight, charged on Naval Stores delivered at the North-Railroad repairs, including cost of Materials, Pay of Officers, &c., ern terminus of our Road, it is deemed proper to explain the reasons which induced the Board to make the discrimination. Subsistence and Clothing,..... While our through freight trains met the requirements of those who shipped to Norfolk, the expense was not taken in-Expenses of Steamboats, ..... Office Expenses,.... to the account; but when the Company were compelled to Interest and Exchange, ..... 63,697 12 ern end of the Road, to meet the occasional requirements at the Northern end, the expense became a serious object. To Nett profits,.... do this business an empty train had to be sent all the way LIABILITIES OF THE COMPANY ON THE 1ST OCTOBER 1854. from Wilmington to Battle's station, for instance, 132 miles, to transport, probably, two loads, and frequently but one, 30 miles to Weldon; to perform this service the trains run 162 miles and the trains run Bonds endorsed by State of North Carolina at 6

per cent.... Bonds to Literary Fund of North Carolina at 6 162 miles and only received pay for 30. It will be readily seen that this would be a ruinous business for he Company per cent.... New Bonds payable in England..... without an extra charge. It may be objected to this, that the Company ought to keep extra trains at the Northern Bonds to U.S., payable in Mail Service .....

ills Pavable..... would involve the necessity of keeping up a shop for repairs on Pay-Rolls. " Negro Bonds 1844 to 1854 inclusive ..... while the business for them to do would not give employment " Dividends, No's. 1, 2, 3, 4 and 5 ..... to two trains, in addition to our through trains, more than Balance due on 30 Shares Stock surrendered, to one month in the year It would be better for the Company

RECEIPTS

EXPENDITURES.

&c.....\$2,002,153 04

several amounts paid to Con

tractors for Watehouse and

Sheds at Weldon and Wilming-

ton, whose accounts have not

been rendered.....

Wilmington, N. C., Nov. 4th, 1854

..... 132,511 51

54.866 85

57,899 34

773,650 85

2.900 00

100,000 00

3.150 00

45,241 32

34,788 93

16,517 23

12,150 00

28,545 81

458 54

950 00

200 76

130,463 57

\$482,880 62

5,574 57

of the Road, than to incur such heavy additional expenses, were it not for the objection to permitting the trains of other CONDITION OF THE COMPANY ON THE IST OCTOBER, 1854. Liabilities of the Company..... \$1,052,070 47

Capital Stock paid in..... 1,340,213 21 Balance of Profits from commencement of opera-The only course, therefore, left for the Board, was to add 10 cents per barrel to the cost of transportation, and this tions to the present time, after paying interest on debt..... The Board, in the ad inistration of their duties, as guard-

ians of the company's interest, acknowledge no local influence; their business is to protect that interest, and if the shops lost of Construction, Real Estate,

for repairs and home of the trains were at Weldon, the same Reconstruction,.... 29 Shares Company's Stock ..... Due on forfeited Stock ..... But when it is considered that the citizens of Wilmington Wil. & Man. Rail Road Stock .. advanced a very large proportion towards the construction, W. & N. O. Telegraph Stock ... and that Wilmington is the principal point of trade on the Bills Receivable ..... road, we deem it would be asking too much to transfer our Due from individuals, including shops, offices and management, to any other point ; for, where

the shops are located, the true interest of the Company requires the presence of those who superintend ; to remove all \$482,880 62 those necessary fixtures would therefore be unjust to the citizens of Wilminton, besides, in so doing we should thus aid in divirting produce from this market. KILLING CATTLE, &c. While the company carry the great United States, Mail,

small addition does not pay.

and are required to run to schedule time, it is impossible to avoid killing cattle on the road, (unless the owners would bestow sufficient care upon their stock to keep them off the road) for the reason that a train, running at 25 to 30 miles per hour, cannot be stopped under 1,500 to 1,800 feet on our level road,\* and it frequently happens that cattle and hogs get on the track within one to two hundred feet of the train, when it is impossible to stop in time to avoid the killing, and sometimes having the train thrown off the track, at the eminent risk of human life, and when running at night cattle laying on the road cannot possibly be seen until the engine is within 50 feet of them.

Notwithstanding that the construction of Rail Roads great-ly enhance the value of the lands along their line, the road-side proprietors, the persons thus enriched by the road, are its ment. The latter say that their assets will exceed worst enemies, by permitting their cattle to go at large and on the road ; they not only go on the road, but they themselves their liabilities by \$400,000 - \$291,220 73 stand by and see them on the road, knowing the danger of hav-

POSITION OF THE GERMAN POWERS .- The following, ing tham killed by the trains. This is true without doubt, as the owners of cattle have frequently testified that they saw the

Georgia, for which a charter has been granted by the Legis- they have made a thorough examination of the Books and that love him. Off times he has said to me: "Brother M. would say with the same confident assurance with which one says-" I expect to go home to-night or to-morrow."

During his last illness, he was lying on his bed, in a posi-tion very similar to that given of Mr. John Wesley, when he was about to die : brother Cason coming in at this junc-ture, observed to him : "'Natty,' do you know whom I ture, observed to him: "Natty," do you know whom I thought you looked like when I came in and saw you lying there ?" "No," said he. "Why," rejoined brother C., "I thought you looked like father Wesley did when he was on his dying bed." This greatly animated our brother, who quickly replied, with a lighted up countenance, "Glory to God, I shall soon be with him." 63,296 66

The reluctance he sometimes manifested towards leaving the world was occasioned by considerations connected with the condition of his children, at least with one of them, whom he tenderly loved; and to whom he thought that his life might be of some avail ; but upon reflection he would say, I leave them in the hands of Him who hears the young Ravens when they cry and openeth his hand to supply the wants of every living thing. From certain, it might have been, imprudence in business

transactions he may have so acted as to give occasion to persons with whom he dealt to speak hard things of him ; but -- \$354,917 85 knowing him as I think I do, I am constrained to believe that there could not have been any intention on his part to do any \$127.962 77 one the least harm ; and if any one has suffered by him, it rew out of the ill-contrived schemes he was pursuing for a ivelihood, and over which, finally, he could exert no control To sum up all: from the exercise of the several graces

which were implanted in him by the spirit of God, he became a true christian, a sincere lover of his County, a truly worthy 15,000 citizen, a devoted husband, an affectionate, tender father, 443,555 56 kind, humane master, and a faithful, substantial friend to all 11.182 30 Blessed are the dead who die in the Lord." 47.915 85 · Precious in the sight of the Lord is the death of his saints 8,622 90

43,758 98 W. M. D. MOORE. 4,152 66

LIVERPOOL, Friday Evening, Oct. 27.-Cotton.-The sales of Cotton during the past week foot up 40,000 bales.-224 04 The demand has been good at stiffer prices, but quotations \$1.052.070 47 are uuchanged. Sales to speculators 3,000 bales, and to exporters 4,000 bales. New Orleans fair cotton 64; middling 54 ; upland fair 6; middling 54. Flour.-Prices have advanced-Western Canal 42s; Ohio 44s. Corn .- Sales of yellow and white at 42s. Wheat -White wheat 12s 6d. Lard .- The demand has been moderate at prices favoring ouvers. Rice has advanced in price 1s per ewt. Beef is unchanged. Pork is dull. Bacon has advanced is. Stock-The transaction in American securities have been Money- The rate of interest has been lowered. Consols closed at 944. The bullion in the bank has increased £500. Freights-The demand has been good and prices are stiffer but unaltered. Trade at Manchester has slightly declined. Naval Stores .- Rosin .- Sales of common at prices a shade lighter, owing to a large speculative demand-say 4s. 3d. @ 4s. 6d. Fine Rosin-None in market. Turpentine .- Spirits -Prices are firm, with a large business doing at 38s. 6d. 40s, Linseed Oil and Dyewoods are unchanged. SAN FRANCISCO, Oct. 14 .- The first week of the last fortnight was marked with unusual activity. Improved rates had been obtained for many leading staples, and large pur-chases had been made, to arrive. During the last week business had been less active, but an early revival of trade is anticipated. Flour-There has been no imports, and nothing of inter est to note. The only sale of moment was a lot of Gallego at \$12, since which that description has advanced 25 cents. Provisions-Mess Pork is selling at \$18; clear 21@\$22. Lard has slightly advanced. Mess Beef 18@\$18 50; extra clear Bacon, to arrive, 153@\$16. Candles have experienced a marked advance; sales of Adamantine 25@262. Hard ware-No sales of magnitude. Cheese is in good request at CINCINRATI, Nov. 8 - The Citizens' Bank and an advance essrs. Ellis & Struges, bankers, have stopped pay-

## Marine Intelligence.

PORT OF WILMINGTON, NORTH-CAROLINA

ARRIVED.

628,222 04 \$3,020,505 72 -\$3,020,505 72 All of which is very respectfully submitted, H. BAKER, F. S. MARSHALL, Committee.

Due from Agents..... Post Office Department for Mail Service..... Counterfeit Money taken...... lash in hands of Treasurer.....

to occupy our space by anticipating that report.

Naturally enough perhaps, there was some feeling pass away to a great extent, as it is the obvious in- taken. terest of all concerned that it should do so, and we should consider ourselves inexcusable if we willingly used any expressions calculated to perpetuate other feelings than those tending to the promotion of harmony and good-will. The new President, we feel confident will have a fair showing, and we feel equally confident that his best exertions will be used to justify the choice which has been made, and to merit the confidence reposed in him.

A sense of justice demands that we should accord to General McRae the mede of praise which he has fairly earned by the faithfulness and ability displayed in his long and successful administration of the affairs of the Wilmington and Raleigh Railroad company as its president. He carries with him into his retirement the respect and gratitude of the Stockhold. Daily Journal, 10th inst.

## The Presidency of the W. & R. R. R. Co.

We notice from the Herald of yesterday that that paper "feels bound to comment" on what it considers an "extraordinary result," namely-the election remarked yesterday, we desire to avoid the use of any there 45,000 men expression calculated to excite or keep alive unpleasindeed, upon any other matter, and shall therefore Sebastapol, accessible only from two points. forbear reply to the Herald's remarks until it has finished, as we see that it promises to recur to the subremark that the stock held by the Manchester Railroad Company is strictly private stock, and the vote given by the President of that Company was in Sebastopol made sorties and destroyed some small accordance with the wishes of the Stockholders tally free from any influence on the part of the pol Executive of the State of North Carolina, as well as above party considerations. The propriety of attacking the Manchester Company, is a question we submit, from Varna. to the consideration of the Herald and the community for the truth is, that the attacks made are really directed against that Company, as represented by its President. The position of the ballot previous to the State vote being given was-Ashe, 3,129; Wright, 2,9491; the State simply voted for the highest candidate on the list.

We shall take occasion to coolly and calmly re- the Russians had retaken Eupatoria, the English garmay be said upon the subject .- Ibid, 11th inst.

## New York Elections.

The result of the election for Governor is still in advance of the Russians. doubt, as no calculations can be based on what remains to be heard from, founded upon that which to their present vote. So far as any calculations can frontier of Gallacia. be made, they point to the re-election of Governor Seymour. One day's returns places the contest between Seymour and Clark, the next between Sey- hours' notice. mour and Ullman, (the unborn man,)-but still Sev-

mour is ahead, and the probabilities are two to one tion is at the point of death in New York, where the tual hostilities between the two powers. Democratic party is fast becoming a unit. Know-Nothing, and one "silver-gray" Whig have the government guarantees 5 per cent. whether "hard" or "soft," will support the Admin-istration and oppose agitation for the repeal of the Prussia in regard to this answer is looked for with Fugitive Slave Law or the Nebraska Bill. The ENGLAND. - The British fleet will leave the Baltic " hard" Know-Nothing and the "silver-gray" Whig about the end of November, returning in squadrons will probably also oppose agitation, and will certain- to Portsmouth, Sheerness, Plymouth and Cork. ly growl at the Administration. Fernando Wood, Democrat, has been elected Meyor of New York, being twenty-gun boats, drawing four feet of water, are building in England, for spring opera-lar arrangement with co Democrat, has been elected Mayor of New York, by tions. a majority of 420. The Know-Nothings have held Another Polar expedition will be sent in the spring the result of fraud. From all we can learn, neither party. Dr. Rae will be given the command. exactly the men we should like to support. As for Sebastopol cheating, that seems to be a matter of course in New FRANCE .- The Emperor Napoleon has written a same stick." The New York Herald says that the Democratic Compense. The whole camp of the South will embark for the Hards generally voted for Ullman-they saw that Eastern war as required. Bronson had not the ghost of a chance. They could SPAIN.-Mr. Soule's return to Madrid caused quite By this course they not only injure the business of the Wil-mington and Manchester Co., but that of all the compantheir spite at the administration led them to vote for Queen Isabella has abandoned the idea of abdisomebody to defeat Seymour, whose election would cating.

though there is nothing decisive from the seat of war Commercially the advices are very important. Sebastopol at the last accounts was still being in regard to the election of President. But this will bombarded by the allied army, but it had not been

> Austria and Russia are on the poin of actual war Mr. Soule, the American Minister to the Court of Spain, has been prohibited from Entering France. PROGRESS OF THE WAR .- The latest advices show that but twenty days elapsed between the departure of the besieging armies from Balaklava and the opening of their fire upon Sebastopol. The batteries ware ready on the 15th, and on the 17th the fire opened from the land and from the sea. The bombardment continued till night, the Rus-

sians losing 500 in killed and wounded. Admiral Korileff was among the killed.

The fortifications suffered but little damage. On the morning of the 18th the bombardment was resumed from the allied batteries only.

frequent sorties. When the mail left Constantinople on the 16th

sian forts, twenty thousand strong.

Lord Raglan and Marshal Canrobert had formally summoned Sebastopol to surrender, and required that the women and children and the sick should be sent away and that flags should be hoisted upon the hos-

pital So far as known, the Russian army is concentraof Mr. Ashe as President of the above Road. As we ting on the Upper Belleck, and already numbers 7 per cent., which would obviously be reduced if the number

The allied army is divided into siege army and army of observation. The latter is posted on the ex- fore it all becomes due. ant feelings in the community in regard to this, or, tensive table land which separates Balaklava from

The Russians were hovering on the outside of the ject again. In the meantime, it might be as well to camp, but were kept in check. Finally they retired without a battle.

On the 2d, 5th and 11th of October the garrison of

On the evening of the 5th a convoy of transports and Board of Directors of that Company, and to- with 4,000 Russians succeeded in entering Sebasto-

> The allies number 110,000 men at Sebastopol, and 8,000 additional French troops were ready to embark from Marseilles on the 21st, and 8,000 Turks

batteries, and after a few days' firing an attempt will be made to storm the garrason, which is estimated at 40.000 mer

the commandant at Sebastopol. He has published an address saying that he will defend it to the last, and that any one is welcome to shoot him if he does not. Advices from Constantinople to the 13th say that

view this matter when we have before us all that rison of 500 men retiring with the loss of one gun -This is however denied by the English papers. The allies have sent a force, under General Bos-

quete and Achmet Pacha to Perekeoi, to prevent the

Russia and Austria. A great council of war has tion of the cost of constructing said Warehouse been held at Vienna, at which the Emperor presided. has been heard from. The former vote of Counties It is reported, in connection with this fact, that affords no means of making even an approximation Austria has summoned Russia to withdraw from the

> The whole Austrian army has been put on the war footing, and on the 26th the garrison of Vienna war footing, and on the 26th the garrison of Vienna has orders to be ready to march in at forty-eight an engine to drive the machinery, has also been constructed

zar has gone to Warsaw. that he will continue so to the close. The Bronson Austrian frontiers, and there is but little doubt en-AUSTRIA .- Austria has concluded an immense fihibit the following results :- Nine Democrats, thir- and worked by the government in Hungary and Boteen Fusionists, two avowed Abolitionists, one "hard" hemia. The company pays 200,000,000 francs and PRUSSIA .- Austria returned answer to the last desbeen elected to Congress. The Fusionists may all be patch of the Prussian government, repeating that Ausset down as Seward Free-Soilers. The Democrats, tria will adhere inflexible to the policy expressed in

\$191,659 89 Vett profits for the year At the commencement of the year we had on hand, Cash and other assets,..... \$124,731 16 We have received this year, For Old Iron sold. " profit of purchase of 1 Bond ..... 108 44

nett receipts from Road as above. 191,659 89

This amount is accounted for as follows, viz .\$104,190 65 )ebt paid off. Interest and premium on Exchange. 63,697 12 Agents..... Sundry individuals..... 16,517 23 34,788 93 " Bills receivable ..... 45,241 32 Counterfeit money..... Cash on hand ..... 28,545 81

DEBT OF THE COMPANY. By a reference to the Treasurer's accounts herewith sub The Russian dispatches say the garrisons make mitted, it will be seen that the debt of the company is \$1, 052,070 47, showing a reduction of the debt since your la

meeting of \$104,190 65. 3,150 00

Stock .....

Estimating these Stocks at par, they amount to \$222,130 more than the debt of the company; but to issue the Stock remaining of this company, would be bad policy, so long as we pay but an average of 6 per cent. interest on our debt while on the Stock already issued, we are enabled to divide

is no reasonable doubt but that we can continue to pay from 6 to 7 per cent. dividends, and gradually sink the debt be-

The business prospects of the Road are improving. The North Carolina Road will soon be completed to Hillsboro', when we may reasonably expect a large addition to our freighting business, from a region of country from which we allies' positions, and on the 7th they made a strong have heretofore received nothing, and we can see no possible course, the liability to accident is increased, and in all such demonstration on the north-west extremity of the reason for a diminution of our business, but on the contrary cases, companies are made to pay the most exorbitant damflattering prospects of a large increase.

Your road is now in good condition, and it is well stocked with motive power and cars. There are eight first class passenger engines and seven first class freight engines, besides a number of second class machines, most of them, but of little value to us now, since a better class of machinos have been introduced upon the Road. We, therefore, cannot see any just reason for a necessity for any great outlay in this department for the coming year.

#### WORK DONE DURING THE YEAR.

During the last fiscal year, it was found necessary to proteet the piers under the bridge across the North East River, by depositing 1400 Perch of stone around the pens on which the transportation department; a comparative table for the the piers which sustain the bridge are built. The southe.n

Letters say that the allies have 300 guns in their pier cracked so badly in June last, that it became absolutely necessary to have it taken down, the foundation carefully packed with broken stone, well rammed and a new pier built with the best materials at our command

At Smith's Creek two abutments and a pier of stone have Admiral Machinoff, who commanded at Sinope, is been constructed, preparatory to putting up a Bridge to rering the coming year, to insure safety. It was deemed most classed under the head of way travel. advisable to build a bridge, as the piling under the trestle work begins to show decay.

A large and commodious shed has been erected at Weldon at the joint expense of this company, the Petersburg and Roanoke and the Seaboard and Roanoke Rail Road Compa-ALEX. McRAE, President.

A Warehouse has also been built at Weldon by this Company and the Petersburg and Roanoke Rail Road Company, on land belonging to this Company, with the understanding that, should this Company at any time determine to discontinue the joint occupancy of the Warehouse, that they shall AUSTRIA AND RUSSIA .- Affairs look stormy between refund to the Petersburg and Roanoke Company their por-

A stone wall has been constructed at the Wilmington station to protect the yard and track on the upper and inclined plane at the terminus of the road. Foundations have been prepared, and contracts made for timber to construct a large and commodious shed near the company's wharf in Wilming-

A Carpentershop 106x31 feet, with Engine House and planat Wilmington during the year. These necessary works, Russia in the meantime menaces Austria, and the added to the purchase of three first class Locomotives and a number of burden cars and two coaches, have involved the

train run over and kill their cows or hogs. For this evil and negligence there ought to be a remedy provided ; it would be greatly to the interest of the owners of cattle if they were required to keep them enclosed, instead of being permitted to stroll about the woods to starve and become nuisances to the travelling public, by obstructing Rail Roads. ted every day in some of the highest political circles. If paying a reasonable price for stock killed, were the only evil and inconvenience to which rail road companies were subjected, that power an much longer be tolerated, and the \$273,504 40 it would be but of minor importance, but this is not all, human \$398,235 56 life is constantly put in jeopardy by running over stock; the signal train off the track; destroying engines and

ears, and mutilating or killing passengers and the employees of the company, is the great evil to be apprehended, and so long as railroad companies continue to pay for stock killed, bastopol before the winter season sets in would pro-this evil will be aggravated, as it has become fashionable to duce on the policy of that dishonest government, it is claim and obtain summary damages in all cases where railroad difficult to say. It would, perhaps, force it to decompanies happen to be a party; they are expected to pay heavily for trivial accidents. To illustrate the avidity with which men, otherwise honest and correct citizens, grasp at every chance of fleecing railroads, we will\*instance a case : A man that have recently passed between France and Prus- Wm. M. Harriss who was in our cars when they run over a cow, and had the truck of one of them thrown off the track, brought in a bill against the company for \$500 for the fright which he received. When asked if he had received any bodily injury, he confessed that he had not, but had been badly scared. The disposition whatever, if not a declaration of hostilities. The Brig Iosenh Albian Clark to mulet rail road companies in heavy damages is a growing wil, which, if not checked, will destroy the value of this kind

view to such an eventuality as a war with Russia, is Another evil is, that under the present existing laws, parspoken of, and the bases of such a treaty are said to ties have a right to bring suit in each and every county on the line of the road, and to serve notice of suit in such cases on any Stockholder, and forthwith a Magistrate will give a on any Stockholder, and forthwith a Magistrate will give a judgment for summary damages, without notice to the officers of the company, who are the only persons conversant Prussia would be considerably modified in the event Correct Harriss; with 92,500 feet lumber. with the case and enabled to offer a defence ; and it is, thereof another serious check to Russia. In the mean fore, essential to the ends of Justice that some rule or Law time reinforcements continue to be sent to the Crimea hould be adopted to correct these evils. As such suits or claims are now managed, the company has no chance to set up a defence, and they ought at least to be heard before alone furnish over 10,000 men." judgment is entered against them. Rail Road Companies, THE PRESIDENCY OF THE SENATE .-- It is under-

of shares were increased. By prudent management, there although they are corporations, ought to have a semblance of justice meeted out to them. All will admit that they are stood that the Hon. Senator Atchison, of Missouri, of great public benefit, and while such a summary mode of will not be in Washington during the coming session punishing them is practiced, there is but little inducement

held out to individuals to invest their surplus capital in such property. While public opinion is in favour of rapid speed on Rail Roads, it is next to an impossibility for companies, not to minister to this feeling or appetite, and as a matter of ages. It would not do to say, that if companies would put on slow trains, running from 12 to 15 miles per hour, that the prudent would take the slow trains in preference ; experi- another pro tem. President of the Senate necessary. ence has proved that not one passenger in one thousand would take a slow train, while they could go in a fast one .-If accidents occur from fast running, is it fair, is it just, that Rail Road companies should be so severely delt with The Rail Road Companies of the country owe it to them- being men of shrewdness in looking upon things poelves to endeavor to give a proper direction to public opinion on this subject.

REPORTS

Herewith you have the report of the examining committee; a general table of receipts and expenditures ; the report of past year, and the Treasurer's returns. We cannot close this report, without calling your attention

In Greensville county, Va., by the Rev. Geo. W. Charlton, Mr. WM. H. LASPEYRE, of Wilmington, N. C., to Miss accounted for from the fact that since the discontinuance of the

place the trestle work, which would have to be replaced du- under the head of through travel ; whereas, heretofore it was We have an unsettled claim upon the Post Office Depart-

ROAD COMPANY

started for his residence in Robeson on Monday, apparently in his usual health, and on Wednesday, 1st Nov. 3 o'clock, sary that I should decline a re-election to the office of Presi-P. M., near Mr. McLaurin's, he was seized with a chill, dent of your Company. Permit me to tender to you my sinwhich, though skilful medical aid was immediately procured cere acknowledements for the long continued confidence which and the attention of kind friends was unweariedly given, you have reposed in me. It is now nearly nincteen years since I proved to be the chill of death ; tor he peacefully fell asleep entered the service of this Company, during which time I have, without solicitation on my part, been called upon to fill vari-

it was owing to an error of judgment and not of intention. With sincere wishes for yur prosperity, I remain respectfully

your obedient servant, ALEX. MCRAE.

great vigilance and courage, -- that of carrying despatches, two families ; each working 15 to 20 agland, in and keeping up a communication and correspondence between the Whig parties and forces in different and distant Academy, and a good Country Church, and where good socieparts of the State. Throughout his long life he has been ty is properly appreciated I will sell those situations at a distinguished for his kindness, hospitality and honesty. He fair price, and will give any reasonable credit. I will also EXPERIMENTS IN STOPPTSO INTERD TRANS. It has been distinguished for his kindness, nospitality and honesty. The fair price, and will give any reasonable creat. In the number of his lineal descendants is supposed to be abundance of Provisions (say Corn, Fodder, Peas, and Pork) road, may be brought to a stop, by the application of the usual methods of retardation under the control of the driver family, and while he lived a life "without reproach," he Terms easy. Come and see me, six miles of the train—and to apportion those periods in any degree to the rapidity of the motion to be suspended. In consequence of the raising of the question lately in Eng-land arising from set of the suspended of the question lately in Eng-land arising from set of the suspended. In consequence of the raising of the question lately in Eng-land arising from set of the suspended. In consequence of the raising of the question lately in Eng-land arising from set of the suspended. JERE. PEARSALL. merous family occupying highly respectable positions in so-ciety and distinguished like himself for those qualities which make men useful and life pleasant. Long will his memory whether all practicable efforts were made in that case by the be cherished by those who knew him well as a kind and humane master, an obliging neighbor, a loyal citizen, a steadfast friend, an affectionate husband and father .-- Obs. OBITUARY NOTICE. - Our much loved brother, NATHANIEL POTTER, aged sixty eight years, who during a period of forty years, lived a pious and consistent life in the Methodist Episcopal Church, was taken from the Church militant, on the 3d inst., to join, as we sincerely believe, the Church triumphant in Heaven. For many years he was the subject of pressing and severe afflictions, all of which he bore with uncommon fortitude and resignation. During that protracted period of his life which was given to God and his service, he always avowed and maintained a position which was decidedly in opposition to vice and im-morality of every description. All the nuble, generous and praiseworthy features of the soul, so distinguished to the praiseworthy features of the soul, so distinguished to the child of God, were very eminently manifested in him. The Church of God he loved, and labored therein in various offi-ces to do good as long as he had strength or means, and when he was, in a great measure, deprived of these, he would still he was, in a great measure, deprived of these, he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of these he would still he was a measure deprived of the set he would still he was a measure deprived of these he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he was a measure deprived of the set he would still he he was, in a great measure, deprived of these, he would still show that his heart, and his heart's best affections, were with God and his people. He loved to talk about Mr. Were with God and his people. He loved to talk about Mr. Wes-lev and the Ministers of an earlier day in the CMr. Wes-30 bags extra Buckwheat ; 10 1 and 1 kegs do ; 5 boxes do 16 boxes do ley and the Ministers of an earlier day in the Church-not that he did not love and highly regard up in the Church-not 25 do. extra Hydraulic Adamantine Candles; 16 half boxes that he did not love and highly regard many eminently pious brethren of the present day ; but he thought, no doubt, that Nov. 10th, 1854 GEO. H. KELLEY'S. of the line. Whatever may be the motive inducing this means, and, in addition, reversing the engines, with the further brethren of the present day; but he thought, no doubt, that the Ministers of that early period in the Church were more favored of God, being more eminently pious, devoted and self-sacrificing. The writer of this memoir has often conversed with him, and the uniform impression made upon his mind, from these interviews, has been to confirm more fully his previous opinion of his thorough attachment to the cause of God. He would frequently speak of his more fully the would fully the full the more fully the would full the more fully the would full the more fully the m not vote for so strong an abolitionist as Clark, and Spanish Government to solicit his recall mington is company is governed by this most singular to the Stockholders of the Wilmington & Raleigh R. R. Co. The would frequently speak of his sufferings of body, and Now while this company is governed by this most singular to the Stockholders of the Wilmington of the Stockholders of the S Now while this company is governed by this most singular policy, we know of no remedy, but to unite upon and con-struct a road from the Wateree River, the Western terminus of the Wilmington and Manchester Road, to fAugusta in the year, ending Sept. 30th, 1854, beg leave to report that of the Wilmington and Manchester Road, to fAugusta in the year, ending Sept. 30th, 1854, beg leave to report that the year of the gradient of the year of the year

rom the Paris correspondence of the London Tim will be read with interest : "The idea that we are destined to have a cam-

From all we learn, there can be little doubt that hon-

or will fall upon Senator Rusk, of Texas At least

that is the opinion of all here who are credited with

MARRIED.

In this town, on Thursday evening, 9th inst., by the Rev. Mr. Greer, Mr. Wm. B. CARR, of Duplin county, to Miss

DIED,

litical .- Wash Star.

SMITH.

MARY C. HANSLEY, of this place.

D. MACRAE,

Bank Failures in Cincinnati,

Nov. 9 .- Steamer Rowan, Barber, from Cypress, to Marsh & Elliott paign this winter on the Rhine-that is, against Steamer Sun, Rush, from Fayetteville, to Jos. J. Lippitt. Prussia-is becoming more general and more accredi-Sebr Mary Isabella, Darrington, from Baltimore, to Rus

sel & Bro.; with mdze. It is considered impossible that the tergiversations of Martin. Brig Irene, from Marblehead, Mass., to Rankin &

Schr. Lilly Sanders, Corson, from Philadelphia, to George object for the establishment of the camp of the north, Harriss; with muze.

10.- Schr. Hope W. Gandy, Fargo, from New York, to as indicated when tt was first formed, appears to be Geo. Harriss ; with mdze Schr J. C. Manson, Rabon, from Shallotte, to Anderson & the real one after all. What effect the fall of Se-

bastopol before the winter season sets in would pro-Savage; with naval stores. Schr. Radiant, Whitehurst, from Beaufort, N. C., to Master; with fish

Schr. Mary Eliza, Leffers, from Oak Island, to Master; with clare itself frankly on the side of the Allies; but it is fish

better to be prepared for all emergencies. The notes 3 masted Schr. Alex. Mitchell, \_\_\_\_\_, from New York, to

Schr. R. W. Brown, Hulse, from New York, to DeRosset & sia are, it appears, very strong and very decided .-Brown; with mdze. They are, indeed, of that kind which precede, at no Nov. 10---Hamburg Brig Conrad, Lefrenz, from Boston,

whatever, if not a declaration of hostilities. The Brig Joseph Albion, Clark, from Boston, to J. H. Chad

probability, too, of an alliance, defensive and offen- bourn & Co.; with mdze. CLEARED.

sive, between England, France and Austria, with a Nov. 10-Schr. Mariel, Hoff, for a Northern port, by J & D. McRae & Co.

Schr. M. E. Wells, Terry, for New York, by T. C. have been already discussed and agreed upon. Nev- Worth ; with naval stores, &c.

11-Sehr. Wm. L. Springs, Willets, for Philadelphia, by

T. C. Worth ; with naval stores, &c. Schr. Adele, Applegit, for New York, by J. H. Flanner

from various places, and the camp of the south will with naval stores. Steamer Sun, Rush, for Fayetteville, by Jos. J. Lippitt. Steamer Rowan, Barber, for Cypress, by Marsh & Ellio

## TAKEN UP

ND Committed to the jail of Onslow county, on A Tuesday, the 31st of October, a negro boy, who says his name is JIM, and belongs to T. Pollock Burof Congress. His term expires on the 4th of March next, and, we take it for granted, that his determinagwya, and ranaway from the Bryan plantation, given tion to remain in Missouri during the winter, is the to Burgwyn by George Pollock. Jim is about 21 years old better to enable him to attend to his share of his and about 5 feet 5 or 6 inches high. The owner of said bo is requested to come forward, prove property, pay charges contest with Colonel Benton, the end of which may and take him away, or he will be dealt with as the law d rects. M. L. F. REDD, Sheriff. not come off for some months to come. His absence from the Senate Chamber will make the election of Jacksonville, N. C., Nov. 4th, 1854

TEACHER WANTED.

ANTED-A Teacher for School District No. 34, New Hanover Co., (Long Creek.) Apply to JAMES McINTIRE, Ch'm'n of Committee Oct. 31

WANTED, COMPETENT SCHOOL TEACHER No. 23, on Colvins Creek, New Hanover	, for district
A No. 23, on Colvins Creek, New Hanover of	bounty, apply
JOEL L. MOURE,	
A. M. COLVIN, JNO. HENRY,	Committee.
Oct. 20th, 1854	7-tf

3,000 ACRES OF LAND FOR SALE. BY virtue and in pursuance of a decree of the un-Equity, Fall Term, 1854, for Columbus County, the undersigned will, on Thursday, the 23d day of November next. offer for sale, all and singular the tracts or parcels of land in Columbus County, belonging to the estate of A. F. Teon. deceased, on a credit of six months.

The said several tracts or parcels of land, lie from 2 to 5 miles from the Wilmington and Manchester Rail Road, and are well covered with pine forest, with a valuable Bay for growing corn.

Col. John C. McLaurin, Richmond County, on his way home, from the late Synod of N. C., Rev. ARCHIBALD Purchasers will be required to give bond with good securi While in Concord, he was a little indisposed, but he

The place of sale will be at the House on the Bay tract of said premises M. R. MORRISON, C. M. E Nov. 3d, 1854

## LOOK AT THUS.

I HAVE lately talked of changing my operations, (and some of my friends say "I'm talking for talk sake,") for in Jesus, the subsequent morning at 4 o'clock. Thus died at his post in the discharge of duty, this good, laborious, age my out-door business. I have two places adjoining each

without solicitation on my part, been called upon to fin vari-ous offices of trust in your service. The dut assigned to me, I have endeavered to discharge faithfully to the best of my ability; but, that I have not erred in their performance, I have not the vanity to believe. This much, however, I am conscious of. I have ever wished to do right, and if I failed, i matcher the matcher to matcher to matcher the matcher to matc Chatham county, N. C. He early attached himself to the induce operators ; for it abounds in oak, ash and express, to cause of Independence, and was an active Whig in the parti- that extent as to make it an important object. It can supzan warfare carried on in the State. The service in which he was mostly employed was one requiring the exercise of My possessions can be conveni

My possessions can be conveniently divided so as to suit Both places are convenient and near to Hannah Moor Nov. 3d, 1854

SUSAN P. CRUMP, of Greensville. Steam Boat line, through tickets have been sold in this place so that the travel from Wilmington, to the North, appears At Monterey, Texas, on the 1st day of August last, CAL-VIN COOR, formerly of Goldsboro', and for several years ment, which probably may require the intervention of Con-Sheriff of Wayne county. November 2d, in the 63d year of his age, at the house of

TO THE STOCKHOLDERS OF THE WILMINGTON AND RALEIGH RAIL

Circumstances over which I have no centrol, render it neces-

Wood nor Baker, his Know-Nothing competitor, were avactly the many we chould like to empetitor, were castle, on the Tyne, to blow up the ships sunk off

York, and all parties appear to be "tarred with the letter of condolence to Madame St. Arnaud, and bestows a pension of 20,000 francs as a national re-

expenditure of a large sum not properly occurring in the ge

faction is nowhere-literally nowhere-and that fac- tertained at Vienna that ere long there will be ac. The expenses of these departments have been greatly increased, owing to the rise in the price of labor, and consequently of materials for road repairs; the additional cost has been from 25 to 50 per cent over the cost of like maternancial operation, by which she has transfered to a jais the last year. By a reference to our list of Negroes em-Twenty six Congressional Districts heard from ex- company of capitalists all the railroads constructed ployed on road repairs, transportation, &c., this year, it will be seen by a comparison with the number hired last year. that we have 10 less in number, while the cost is over \$6000 more than last year.

In all the departments, the cost has been increased, unavoidably, in consequence of the great rise in the price of labor and Provisions of every kind throughout the country.

RAIL ROAD CONNECTIONS. With the companies composing the great Atlantic inland route from New York to this place, our connection is as good as could be wished, both as to time and rates of fare. The view of throwing light on the subject. The results of these

ted by the companies composing the line upon the per mile rate, the proceeds of the through ticket being devided in proportion to distance. The arrangement for through tickets

An effort was made, during the last year, to make a simi lar arrangement with companies south of this, and although it erly distributed among the carriages-that being computed to is manifestly the duty of the companies, participating in the be about the weight of 450 passengers, who were in the excur-

general business of this great line, to harmonize together for sion train to which the accident occurred. That the trial a meeting, in the Park, to denounce his election as to bring home the remains of Sir John Franklin's the promotion and increase of the business of the whole line, might compare as nearly as possible to an ordinary case of runand, as a matter of course, of the individuals companies comning at that rate of speed, the men in charge were not previ-

> pany, taking advantage of their position, as we think, have refused to come into any arrangement for the mutal benefit ing the breaks-and the other two by the application of these company to refuse to run in connection with the companies addition in the last, of scattering sand on the track. The recomposing the general line, we do not pretend to say, but sults were, that the trains were stopped, in the first instance, whether that motive be hostility to the Wilmington and in space of a little more than a mile and a fifth-in the second,

> Manchester Rail Road, cr paramount inconvenience to them- in a mile and one sixteenth-the 3d, a little over a mile-and selves, the effect on us and the other companies, is the same. the 4th, in a little over three quarters of a mile

\*We give the following experim corroboration of the statement above, as to the distance required to stop a train:

EXPERIMENTS IN STOPPING RAPID TRAINS .- It has been

land, arising from a fatal collision on the Croydon Railway, driver of a passenger train, moving at a speed of from 50 to 60 miles an hour, to bring it to a stand, from the moment of receiving notice of an obstruction on the track, a series of experiments were made under the direction of Captain Tyler, of the Board of Trade, in concert with the officers passengers fare between New York and this place is regula- experiments are deserving of notice, as they appear to have been made with care, and are satisfactorily authenticated.

The object aimed at, was to ascertain within how short a time, and how small a distance a train, running at the speed embraces this place. Washington City, Baltimore, Phila-delphia and New York. named companies, laden respectively with 32 tons of iron, prop-

#### CLEAR THE TRACK.

HAVE just returned from New York with a large and extensive assortment of goods of almost every description admirably adapted to town or country trade, all of which will be sold very low either at Wholesale or Retail. Country Met chants wishing to purchase small stocks, or persons wanting goods by the piece, would find it to their advantage to give in a call before making their purchases elsewhere, as I am de-termined to sell, if I can get a chance; my stock consists of Dry Goods, Hats, Boots and Shoes, Hardwere and Cutlery Hollow Ware, Crockery, Glass and Stone Ware, Saddler-Nails, Groceries and Provisions of all kinds. Come and set A. B. McCALEB. for yourselves. Nov. 3d, 1854

## TO ARRIVE,

## FRESH AND PRIME.

Per Schr. A. J. De Rosset from New York.

CENIN CAPS .- The assortment of Boys' Fine Caps at