

WESTON R. GALES, EDITOR AND PROPRIETOR.

TERMS. Subscription—Five Dollars per annum—half in advance.

Advertisements.—For every 16 lines, first insertion, One Dollar; each subsequent insertion, 25 cents.

Advertisements, inserted in the Semi-Weekly RECORDS, will also appear in the Weekly Paper, free of charge.

Letters to the Editor must be post-paid.

THE BEET SUGAR.

From the American Farmer.

THE MANUFACTURE OF BEET SUGAR NEAR BALTIMORE. Were there not in the condition of our country some blighting influence to damp the spirit of enterprise inherent in the American character...

interest. The charges and effects produced by the introduction of this culture are most surprising in an agricultural, financial and commercial point of view. These are facts elicited from testimony most formally taken before a Committee of Deputies appointed for that purpose...

his career on his own resources. His income is small, and by learning to manage his small resources, he is in the very school best calculated to fit him to manage large ones. He accumulates, or ought to do so to some extent, under all circumstances.

BERNARD DUPUY, No. 10, Fayetteville Street, Raleigh.

Keeps constantly on hand a rich and fashionable assortment of Goods in his line, which he sells at New York prices. The assortment consists, in part, of Superior Gold and Silver Lever Watches...

SILVER AND PLATED WARES.

Silver Cups, Spoon, Ladles, Sugar Tongs, Coffee Pots, Butter Knives, Fruit do., Silver Mounted Castors, Candlesticks, Snuffboxes and Trays, Waiters, Coffee Grinders, Britannia Wares, &c.

MUSIC.

Viola, Guitars, Clarionets, Flutes, Flageolets and Pipes. Preceptors for all the above. Guitar and Violin Strings.

FANCY GOODS.

Mantel Clocks, Astral Lamps, Plated and Japaned Waiters, Gold, Silver and Steel Spectacles, for all ages, Gold and Silver Mounted Canes and Whips, Chess men and Backgammon Boards, Visiting Card Cases, Gold and Silver Penicils, Rogers' fine Razors, Knives and Scissors, Steel Pens, Dog Collars and Collars, Hair, Tooth and Shaving Brushes, Purse and Pocket Books, Imitation Fruits, Guns and Pistols, &c. &c.

PERFUMERY.

Farina's celebrated genuine Cologne, St. Helena, Rose, Florida, Lavender and Bay Waters; Transparent, Rose, Camphor and Almond Soaps; Naples and Shaving Cream of Soaps.

Clocks and Watches of all descriptions cleaned and repaired in his accustomed superior style; Gold and Silver manufactured to order, with expedition and punctuality; highest price given for old Gold and Silver.

April 10, 1840. 30

GRAND LOTTERIES FOR AUGUST.

D. S. Gregory & Co. Managers.

35,295 DOLLARS.

15 Drawn Ballots. STATE OF NEW JERSEY LOTTERY, Class B, for 1840. To be drawn at Jersey City, on Saturday, 22d of August, 1840.

30,000 Dollars.

VIRGINIA STATE LOTTERY.—For endowing the Leebrug Academy and for other purposes. Class No. 7, for 1840.—To be drawn at Alexandria, Va. on Saturday 29th August 1840.

STATE OF NORTH CAROLINA, FRANKLIN COUNTY.

Superior Court of Equity, Spring Term 1840. Bill for sale of Land. Nathaniel Dunn, of Franklin County, Ann and William Merritt infants, by their guardian, Daniel R. Merritt, of the State of Kentucky, complainants, against Mary Cooper, John Dunn, Gray Dunn, John Broom and his wife Nancy, Charles F. Deloach and his children and Thomas Dunn, all of whom, except Mary Cooper are non-residents.

It appearing to the satisfaction of the Court, that John Dunn, Gray Dunn, John Broom, and his wife Nancy, Charles F. Deloach and his children and Thomas Dunn, five of the defendants in this cause, are not inhabitants of this State and reside beyond the jurisdiction of this Court.

It is thereupon ordered by the Court that publication be made for six successive weeks in Raleigh Register and N. C. Gazette that the said defendants make their personal appearance at the next Superior Court of Equity, to be held for the County of Franklin at the Court-house in Louisa on the 2d Monday after the 4th Monday in September next, then and there to plead, answer, or demur to said Bill of complaint, otherwise the same will be taken pro confesso and heard and as to them as to decrees made accordingly.

Witness: Samuel Johnson, Clerk and Master of said Court of Equity, the second Monday after the fourth Monday in March, A. D. 1840. SAM. JOHNSON, C. M. E.

RALEIGH TEMPERANCE SOCIETY.—The monthly meeting will be held at the new Baptist Church, on Monday evening the 17th inst. a discussion will be held on the following question:— "Would it be expedient for the Legislature of North Carolina, to enact a law prohibiting the sale of ardent spirits under a Gallon?" The citizens are respectfully invited to attend. L. W. PECK, Sec. August 12, 64

STATE OF NORTH CAROLINA—GRANVILLE COUNTY.—Superior Court of Land and Equity. Spring Term, A. D. 1840. Sarah Wares, Henry F. Ware—Petition for Divorce &c. This cause coming on to be heard, and it appearing to the satisfaction of the Court, that proper steps had been taken to notify the defendant, Henry, of the petition of plaintiff Sarah; Subpoenas and alias Subpoenas issued and returned "not found." Proclamation was made by the Sheriff at the door of the Court House, for the defendant, Henry, to appear and answer as commanded by the Subpoenas. The defendant failing to appear, it is ordered that publication be made in the Raleigh Register and the Raleigh Star for three months of the same; and that at the next term of this Court, application will be made that the petition of Plaintiff, Sarah, be heard ex parte.

Witness: Thomas H. Willie, Clerk of our said Court at office, in Oxford, this 30th day of May, A. 1840. THOS. H. WILLIE, C. S. C.

JAMES HERRON, CIVIL ENGINEER. Inventor of the improved construction of Rail-way. Address, Baltimore, Maryland.

RALEIGH AND GASTON RAIL ROAD.



Expedition increased and no detention.

THE Raleigh and Gaston Rail Road is now completed and in full operation. This road connects with the Greenville and Roanoke Rail Road at Gaston, which road unites with the Petersburg Rail Road near Belfield. A continuous line of Rail Road and Steamboat communication is thus formed between Raleigh, N. C. and Boston.

Passengers travelling South leave Baltimore at 9 o'clock, A. M. and arrive at Petersburg at 1 A. M. next morning; leave Petersburg at 3 A. M. and arrive Raleigh at 5 P. M. the same day—making only 32 hours, including stoppages, from Baltimore to Raleigh—338 miles. From Raleigh to the South, there is a daily line of stages running in connection with the Rail Road Cars. To the South West and West, there is a daily line of four horse post coaches, which leave immediately on the arrival of the train, and run via Hillsboro and Greensboro, to Salisbury—

from thence a tri-weekly line via York and Abbeville, S. C. to Milledgeville, Ga. There is also a tri-weekly hack line from Raleigh, via Pittboro and Ashboro to Salisbury. From Salisbury there is a tri-weekly four horse post coach line via Lincolnton and Rutherfordton to Asheville, and also a tri-weekly hack line from Salisbury, via Statesville and Morganton to Asheville. From Asheville to the Warm Springs there is a four horse post coach line six times a week, and from thence a tri-weekly line via Newport and Danbridge to Knoxville, there is also a semi-weekly line via Greensville to Knoxville. At Greensboro, N. C. a tri-weekly four horse coach line branches off and runs via Salem, N. C. thence across the Blue Ridge to Wythe Court House, Va. where it intersects with the Valley Line. From this line there is also a tri-weekly hack line which branches off at Salem, N. C. and runs via Huntsville, Wilkesboro, Jefferson, N. C., Elizabethton and Jonesboro, Tenn. to Knoxville.

It will thus be seen that there are three stage lines connecting Tennessee with the central parts of North Carolina, and two, connecting South Carolina and Georgia with North Carolina. All these lines finally concentrate at Raleigh, the Southern terminus of the Rail Road.

Travellers from the upper parts of South Carolina and Georgia, the middle and Eastern portion of Tennessee, the South Western part of Virginia, and the Western part of North Carolina, wishing to go north, will find the route by the Raleigh and Gaston Rail Road cheaper and more expeditious than any other.

The following Table will show the distances, the time of travel, and the rates of fare on two of the routes leading from Knoxville to Raleigh, to wit:

From Knoxville to Raleigh, by way of Abingdon and Wythe Court House, Virginia.

Miles. Hours. Fare. Knoxville to Abingdon, 110 39 10. Abingdon to Wythe Court House, 58 19 5. Wythe C. H. to Greensboro N. C. 119 39 10. Greensboro to Raleigh, 84 31 6.

From Knoxville to Raleigh, by way of the Warm Springs, Asheville and Salisbury.

Miles. Hours. Fare. Knoxville to Warm Springs, 75 18 6. Warm Springs to Asheville, 38 7 4. Asheville to Salisbury, 136 36 10. Salisbury to Raleigh, 138 36 10.

The above rates are believed to be accurate or nearly so. The route from Knoxville, by Jonesboro, Wilkesboro and Salem, to Greensboro, N. C. is somewhat shorter than either of the above routes, and the fare perhaps a little less.

Fare on the Raleigh and Gaston Rail Road less than six cents per mile.

CAUTION.—Persons travelling from North to South by the way of the Raleigh and Gaston Rail Road should be careful not to enter their names or procure tickets further than to Petersburg, Office, August 1, 1840.

The American Sentinel, Charleston; Augusta Chronicle; Nashville Banner, and Knoxville Times, will publish the above weekly for two months and send their accounts to this office for collection. August 11 64

HAMILTONIAN SYSTEM.—The French Language taught in Fifty Lessons.—Mr. Hamilton, a native of France, and son of the late author of this system, respectfully announces to the inhabitants of Raleigh and its vicinity, that he is now ready to meet the classes of Ladies and Gentlemen, for the purpose of communicating a knowledge of the above useful and fashionable language. Mr. H. does not deem it necessary to enter into all the details of this system in an advertisement. He has brought with him upwards of twelve letters of introduction to some of the most respectable families in the place, and it will therefore be enough to say that on this system a complete knowledge of the French Language may be acquired as to enable the pupil to read, pronounce and understand any French author with very nearly the same facility and pleasure as if in English, in twenty four lessons, to write it with grammatical accuracy and to speak it if not with the fluency of a Frenchman, at least with correctness and purity in fifty lessons.

The course is divided into six sections, and to each section a corresponding degree of proficiency is attributed. The first section comprehends the Gospel of St. John, in which if the inflections of the verbs be conated there will be found nearly nine thousand different words. Every pupil will at the end of eight lessons have a perfect knowledge of it, so as not to fear the competition of an adept in the language, in translation and pronunciation. A proficiency equally astonishing is attached to the second section and in the third, or in twenty four lessons the learner will be enabled to read and translate with nearly the same pleasure as in English any book in the language. The fourth, fifth and sixth sections are devoted to writing and speaking, which Mr. H. promises his pupils they shall then do with purity.

The Hamiltonian system has passed an ordeal as an improvement of so great an importance demanded, it has been pronounced by the Edinburgh Review "one of the most important and important discoveries of the age;" by the Westminster Review "the most extraordinary improvement in the method of instruction which the ingenuity of the human mind has hitherto devised." The Atlas says of the system that "it abbreviates the period of study, reduces the amount of labour, and increases beyond all other systems the actual acquirement of the pupil." The American Journal of Education, the Times, &c. &c.

Ladies and Gentlemen's classes will be immediately formed and met by Mr. H. in any part of the town or vicinity.

Terms, \$5 per section, payable at the end of each section. August 3.

FRESH FLOUR.—Just to hand, a load of new and nice, part of new wheat. WILL. PECK. August 4 64

JOB PRINTING. EXECUTED AT THIS OFFICE, With neatness and despatch.

From Burnap's Lectures. SPECULATION.

To arm the aspiring young man with patience, nothing can be more salutary than a careful consideration of those laws of Political Economy, which render the rapid accumulation of wealth in any community absolutely impossible. If impossible for the whole community, it must likewise be to the individuals who compose it. Such accumulation of property cannot take place in the ordinary way of business. Regular business yields only an increase according to the capital and skill there are employed in it.—All the fortunes, then, that were ever made, began small, or rather at nothing, with skill and labor alone. Their accumulation is necessarily gradual. There can be no sudden accumulation without a corresponding risk, in short, without gambling.

And here candour compels me to confess that this has been too much the state of American trade for the last ten years.—There has crept into this land the most inordinate passion for wealth that ever afflicted any people since the commencement of time. There never was a country in the world where there was such a general diffusion of the comforts and conveniences of life. Of course there never was a country where there was so little difference between the rich and the poor, where the rich had so little advantage from riches, and the poor so few privations from poverty. It follows, that there never was a country where riches were really of so little consequence. Yet there never was a country where they were pursued with such headlong haste. Instead of awaiting the slow, but natural process of gradual accumulation upon actual capital, the ambitious and over-enterprising stretch themselves entirely beyond their means, and of course launch boundlessly forth into the field of adventure.—They thus take business from its natural channels, which really ought to spread and be diffused among many, trading within their means, and concentrate it in the hands of a few, who become unsafe and uncomfortable in their business in precise proportion as they become unduly extended. The end of living, then, which is to live and be happy, is lost sight of in one of the merely accidental and necessary consequences of transacting business, that of getting rich. So habitually absorbed are business people in this thing, that at the end of the year, when they examine their accounts, the measure of their satisfaction is altogether determined by the balance sheet of profit and loss. That they have got a living in the mean time in a comfortable or even splendid style, is nothing; that is, they are insensible to the great fact that for one year, for a thirty-fifth part of the average life of man, they have accomplished all that could be accomplished for their earthly well being, a full satisfaction of all their reasonable wants.

This strange idea that all enjoyment is to be postponed till after the accumulation of a certain amount of wealth, is one of the absurdest and most pernicious that ever came into the human mind. It produces a rapid pursuit of wealth for its own sake, which is said to be peculiarly aggravated in the American character. I once heard a young man who was just commencing business for himself, but whose father was worth three millions, say that he intended to be married when he was worth four. The young man is now in his grave, not however, before accumulating a fortune of his own. When I heard of his death, and reflected on his speech to me many years ago, I could not but think of him as the very impersonation of the mania of the times.

The natural course of things, and therefore we have every reason to believe the happy one, is for the young man to commence

OVER-CROPPING.

Our farmers must cease over-cropping themselves if they would improve their husbandry;—that is, they must cultivate less land, and do it better. This is an error which many have fallen into, and we most earnestly desire to see it corrected. It is the worst kind of policy, and a mark of a poor farmer. Many persons presume the more land they cultivate the greater the produce will be—it may be so in some instances, but in many cases the same amount of produce might be made on one third or one fourth less space, and time given the farmer for observation, and consequently for improvement in his mode of tillage. No one can take time to make observations in his business if he be always three weeks or a month behind by having too much on his hands. To get along, and keep in sight of where he should be, every thing like order or system is dispensed with. The ground in such cases, is often ploughed too wet, the crop spoiled, and the land greatly injured. Now every practical man knows that this is literally true with respect to over-cropping, and we think it will apply to too many farmers in this State. We repeat, the farmer who raises the heaviest crop per acre, and the aggregate amount, does not always cultivate the most land—but desirous to improve his practice, and increase his product in the right way, he curtails his amount of land, and doubles the labour upon the remainder—whereby he not only has a better crop, but his lands are brought into a much better state of cultivation.

A remedy for the evil arising from over-cropping, exists with our Agricultural Societies. Let them offer liberal premiums for the best crop on given quantities of land, and for the best system of practice, and then we shall see vast improvements made in our modes of farming.—Southern Cultivator.

A NEW LINE OF STAGES.—The undersigned informs the Public, that they have established a daily line of Stages from Franklin Depot to Louisa, and a tri-weekly line from Louisa to Enfield. The daily line leaves Louisa every morning, and returns every day from the Depot on the arrival of the Cars—the tri-weekly Stage leaves Louisa every Tuesday, Thursday and Saturday for Enfield, and arrives there in time for passengers to take the Cars, and returns every Monday, Wednesday and Friday, after the arrival of the Railroad Cars from the North.

The Stages and Horses are good, and have careful drivers, and the Accommodations for Travellers are such as will be found acceptable.

The Stage fare from Franklin to Louisa, is one dollar; from Louisa to Enfield, three dollars fifty cents. HILLIARD & BENNET STALLINGS. July 31, 1840. 60

NOTICE.—Taken up, and entered as strays, by Thomas Grisson, living 2 miles west of Oxford, two Mules, one a sorrel or mouse colour with a blaze face, the other a black or dark bay, supposed to be 3 years old. The sorrel is valued at fifty dollars and the black at fifty five dollars. E. BURTON, Ranger. Granville County, N. C. August 11 64

GERMAN BAGGING, Just Landing, a consignment of heavy German Bagging, 42 inches wide, which will be sold on reasonable terms. In Store—German Store of superior quality. German Linen, Cotton Hosiery and Sail Duck. R. H. TALLIAPFER. 51 41 July

NOTICE.—Matthew T. Ford or his heirs at Law are hereby informed that I, as the administrator of Mrs. Jane Chapman, deceased, late of Hampton, Va. have in my hands a certain sum of money due to them, which I am ready and willing to pay to them on demand. This notice will be placed in her of any claim to interest on said money, as the subscriber holds it in hand, always subject to their demand. W. M. J. CHAPMAN, Administrator of MRS. JANE CHAPMAN. August 10 66-1aw1m

TIPPECANOE, 1841.—Harrison's Almanac for 1841, with Engravings, this day received at the N. Carolina Book Store. June 28, 1840. 50

MITCHELL'S GEOGRAPHY.—An additional copy of Mitchell's School Geography, this day received at the N. Carolina Book Store. TURNER & HUGHES.