



# THE SENTINEL.

NEWBERN:  
WEDNESDAY, JULY 20, 1831.

## Appointment by the President.

LEWIS CASS, of Ohio, Governor of the Michigan Territory, to be Secretary of the Department of War.

## THE MAILS.

We are happy in having it in our power to state that the Post Master General has caused such improvements to be effected on the entire line between Baltimore and Charleston, as will give to our Northern and Southern Mail, a despatch hitherto unprecedented. The annexed letter from Mr. Brown, the able and indefatigable Agent to whom the details of this important route have been confided by the Post Office Department, is highly satisfactory to the citizens of Newbern, and cannot be otherwise to any portion of the community embraced in the schedule. We certainly cannot desire a better arrangement; and if it shall be faithfully observed by those entrusted with its execution, a degree of accommodation never before connected with our mails, will be enjoyed by the citizens on and near the seaboard of North and South Carolina.

To travellers coming from the South, on their Northern tour, this route will afford an opportunity of seeing many parts of our fine country, and all the principal seaports in North Carolina, which they may not have visited before; and it will enable the Northern merchants, at a trifling expense and little loss of time, to visit the South and extend the sphere of their correspondence. Thanks are due to Mr. BARRY for his attention to the public convenience; his prompt and active exertions in perfecting this line, will accomplish what his predecessors could not be prevailed on to undertake. Hitherto, the seaboard of this State did not receive from the Department the attention to which it was entitled; and while ample provision was made to facilitate the mails in every other direction, no corresponding improvement reached us. Influenced by more enlarged and liberal views, the present vigilant head of the Department gives to each section the consideration which it demands, and extends to all, with an impartial hand, the patronage which it is his province to dispense.

SMITHVILLE, N. C. 12th July, 1831.

Thomas Watson, Esq. P. M.

Newbern, N. C.

Sir.—It has been an object of much solicitude with the Post Master General, to extend to the citizens, both of Newbern and of the whole seaboard of North Carolina, all possible facilities for that prompt and frequent intercourse with other parts of the Union which their local situation demands. It was obvious to him, that a connected line of post coaches and steam boats from Baltimore by Norfolk, Elizabeth City, Edenton, Plymouth, Washington, Newbern, Wilmington and Georgetown to Charleston, having a proper connexion at Norfolk with the line from that place by Tarborough and Fayetteville to New Orleans; and at Washington City with the mail from Richmond and Petersburg by Halifax, Tarborough and Washington to Newbern, so as to make that part of the last mentioned route which lies between Washington City and Newbern a part of the contemplated line; and the route between Georgetown and Charleston, common to both the contemplated line and the line from Fayetteville to Charleston, would effect the object.

There was already in operation, a steam boat mail three times a week between Baltimore and Norfolk; a line of four horse post coaches three times a week between Norfolk and Elizabeth City, 45 miles; a two horse stage twice a week between Elizabeth City and Edenton, 33 miles; a mail once a week, in an open boat and on horseback, between Edenton and Washington, 47 miles; a two horse stage three times a week between Tarborough and Newbern, 85 miles; a horse mail, mending by the different offices, once a week, between Newbern and Wilmington, 94 miles direct; a horse mail twice a week, between Wilmington and Smithville, 29 miles,—leaving the distance of 107 miles, from Smithville to Georgetown, without any mail connexion.

In renewing the contracts to commence with the current year, provision was made for extending the line of coaches three times a week from Elizabeth City to Edenton, and for two horse stages twice a week between Plymouth and Washington, between Newbern and Wilmington, and between Smithville and Georgetown; and for a steam boat mail twice a week between Wilmington and Smithville. This was regarded rather as an experiment. The distances, and the character of the roads where stages had not been run, must be ascertained before the line could be perfected; and the different reports made to the Department on these points, were so contradictory, as to render every thing uncertain—even the practicability of establishing the line with any benefit to the country. The experiment, however, has established the fact, both of its practicability and its utility; and the Post Master General has determined to improve it. By his direction, I have traversed the route as far as this place, and have obtained satisfactory information of the remainder. Arrangements are now made, in conformity with the instructions of the Post Master General, and which I have no doubt will therefore receive his sanction.

1st. For establishing a steam boat mail from Edenton across Albemarle Sound into the mouth of Roanoke River, 22 miles, to Plymouth, three times a week. This will secure both the mail and the passenger from the weather, and render this part of the line as certain and as agreeable as any other part. The steam boat will be in operation by the first of October next.

2d. For so expediting the mail on that part of the line, as to arrive at Plymouth, 100 miles from Norfolk, on the night of the same day on which it leaves Norfolk. This will secure its arrival at Newbern by 4 o'clock in the afternoon, and so give the citizens of Newbern the opportunity of answering letters from the North by return of mail. It will also so expedite its arrival at Wilmington and its return from Wilmington, as to give the citizens of Newbern from 2 to 6 P. M. for answering by return of mail, all letters from the South; and give to the citizens of Wilmington the same time for answering letters from the North.

3d. For a more powerful engine to the steam boat between Wilmington and Smithville, and to perform three trips a week, so as to give the greatest certainty and regularity to this part of the line.

4th. For the establishment of a line of four horse post coaches three times a week between Smithville and Georgetown, where it will connect with the main daily line to Charleston. This, with the improvements already directed, will complete the tri-weekly line of four horse post coaches on the whole road between Norfolk and Charleston. The four horse coaches cannot be procured so as to get them in complete operation between Smithville and Georgetown, before the 1st of October next. In the mean time, the

two horse stages will run three times a week, and perform the trip each way in 35 hours.

The following schedule will govern the whole line: Leave Baltimore every Monday, Wednesday and Friday, at 9 A. M.

Arrive at Norfolk, next days, (steam boat, 200 miles) by 6 A. M. 21 hours.

Leave Norfolk every Tuesday, Thursday and Saturday, at 7 A. M. remaining 1 hour.

Arrive at Edenton by 7 P. M. and at Plymouth same days, (100 miles) by 10 P. M. 15 hours.

Leave Plymouth every Wednesday, Friday and Sunday, at 3 A. M. remaining 5 hours.

Arrive at Washington by 9 A. M. and at Newbern same days, (70 miles) by 4 P. M. 13 hours.

Leave Newbern every Wednesday, Friday and Monday, at 6 P. M. remaining 2 hours.

Arrive at Wilmington next days (84 miles) by 2 P. M. 20 hours.

Leave Wilmington every Thursday, Saturday and Tuesday, at 2 P. M. remaining 1 hour.

Arrive at Smithville same days, (20 miles) by 6 P. M. 4 hours.

Leave Smithville every Tuesday, Sunday and Tuesday, at 7 P. M. remaining 1 hour.

Arrive at Georgetown next days, (107 miles) by 5 P. M. 22 hours.

And at Charleston, Saturday, Tuesday and Thursday, (60 miles) by 10 A. M. 17 hours.

Whole distance, 660 miles,—whole time, 121 hours, or 5 days and 1 hour from Baltimore to Charleston.

The mail which leaves Baltimore on Monday at 9 A. M. will arrive at Charleston the next Saturday at 10 A. M. and simultaneously with that which leaves Baltimore on Monday at 4 A. M. for Charleston by way of Richmond, Raleigh and Fayetteville.

That which leaves Baltimore on Wednesday at 9 A. M. will rest at Smithville from Saturday evening till Sunday evening, which will increase the whole time one day for that trip.

That which leaves Baltimore on Friday at 9 A. M. will rest at Newbern from Sunday afternoon till Monday afternoon, which will also increase the whole time for that trip, one day.

## RETURNING.

Leave Georgetown every Monday, Wednesday and Friday, on the arrival from Charleston, 11 A. M.

Arrive at Smithville, Tuesday, Thursday and Saturday, by 9 A. M.

Leave Smithville same days, at 10 A. M.

Arrive at Wilmington same days, by 2 P. M.

Leave Wilmington every Tuesday, Thursday and Sunday, at 6 P. M.

Arrive at Newbern next days by 2 P. M.

Leave Newbern every Thursday, Saturday and Tuesday, at 1 A. M.

Arrive at Washington by 7 A. M. at Plymouth by 1 P. M. and at Edenton same days; by 5 P. M.

Leave Edenton every Friday, Sunday and Wednesday, at 2 A. M.

Arrive at Norfolk same days, by 4 P. M.

And at Baltimore next days, by 3 P. M.

The mail for Philadelphia and North of that place, and passengers for Philadelphia, are delivered from the Norfolk into the Philadelphia steam boat, near the mouth of the Patuxent River, so that they arrive at Philadelphia in the night of the same day, and about 9 hours after the arrival of the steam boat at Baltimore.

The mail from Richmond for Newbern, leaves Petersburg every Monday, Wednesday and Friday morning, and arrives at Washington via Halifax and Tarborough, on the mornings of Wednesday, Friday and Sunday, in time for the mails of those days to Newbern, so as to arrive by 4 P. M. The same connexion is made in the return of that mail.

These arrangements, it is hoped, will prove satisfactory.

Your obed't servant,

O. B. BROWN,

Chief Clk. & Supt. of Mail Contracts in the Post Office Department.

We this week present our readers with the commencement of Mr. Webster's celebrated anti-tariff speech, delivered in 1824. The arguments then used by the honorable member perfectly accord with the doctrines now held by the friends of free trade; and although Mr. W. subsequently, found it convenient to abandon the "axioms" which his speech informs us were "interwoven with all his opinions," the principles which he there so eloquently defended, remain unchanged and cannot be moved by his defection. This speech was made in opposition to the tariff of 1824, the provisions of which subjected the people to only a small part of their present sufferings. Had they embraced the burthens imposed by the act of 1828, Mr. Webster's opposition to the measure would have been still more indignant. His antipathy to this species of taxation was, however, of short duration. Returning to his constituents, he found them rejoicing in their anticipations of tariff protection, and in order we presume to secure their future support, his opposition was at once withdrawn and a new current given to his feelings and conduct. We hear no more of the "axioms" so near his heart in 1824. Regardless of public opinion, if not of the suggestions of conscience, he gave in his adhesion to the taxing system, which he continues strenuously to support! Compare this dereliction of principle with the just and lofty sentiments of the speech, and what a lamentable contrast is presented!

The suspicious looking vessel, reported by Captain Casey, in our paper of the 6th instant, turns out to be a United States' schooner, bound to the Gulf of Mexico. She touched at Beaufort a few days afterward, and in reply to inquiries concerning the pirate supposed to be on our coast, she stated that she was the vessel that had fallen in with the Philadelphia at the time and place mentioned. Captain Casey's imagination completed the picture, by manning her with a motley crew of "different nations." We hope that the burning scene of the Ocracoke pilots has no better claims to credence.

## RENDERING GOOD FOR EVIL.

Boston is denounced in the Southern papers as the focus of manufactures, and of the destruction of the prosperity of the South. Some of the papers of Carolina have gone so far as to name gentlemen in this quarter as giving their aid to these nefarious undertakings.

## COMMENT.

When the South suffers from the hand of God, Boston contributes ten thousand dollars to its relief, and the manufacturers of New England use forty millions pounds of the Cotton raised by the South.

## A MANUFACTURER.

A more contemptible scrap than the above, which we copy from the Boston Daily Advertiser of the 2d inst. has seldom fallen in our way. It breathes the very spirit of which Carolinians complain. The South does say, and she says truly, that those persons are not her friends who advocate a system of unequal taxation for the sake of cherishing Northern Manufactures. Coming as it does from a quarter which is pariticularly cautious in the expression of opinion or feeling, except in cases of self-interest, we are somewhat surprised at the unbecoming and mean manner in which the Advertiser boasts of the aid which the people of Fayetteville received from those of Boston. We are convinced that if the citizens of Fayetteville thought that this "Manufacture" of poor paragraphs

spoke the sentiments of his fellow townsmen, they would follow the example set by Savannah on a similar occasion, and return their donation with deserved contempt. But this cannot be the case: the writer must be an isolated wretch, who has neither the will nor the means to do a benevolent act; and whose malignant heart withers at the thought that others are more able and more virtuous than himself. The closing lines are truly laughable. Who believes that the Northern manufacturers would buy a single pound of our Cotton but for the purpose of advancing their own interest?

We cannot but notice the late singular celebration of the fourth of July by the "Cold Water Company" in Raleigh. We would not willingly cavil at any thing having the slightest tendency to advance morality, or to render man more useful to himself and his fellow men; but we are persuaded that with the best intentions men are sometimes led from propriety to frivolity, and instead of taking the dignified stand which they desire to take, their purposes are defeated by extra attempts to be exemplary. In such cases a passing notice of their aberration may prove beneficial. It is highly proper to be temperate, and no person who has a just sense of the dreadful responsibility to which he subjects himself by an opposite course, will be otherwise; but we consider it the acme of bad taste to make a merit of duty, and to publish to the world that a dozen or twenty persons think proper to drink water instead of wine. For this, however, the "Company" have precedents, and its propriety or impropriety is merely a matter of opinion, but drinking toasts in cold water, and above all drinking toasts of a religious nature, is certainly an anomaly for which the public are scarcely prepared.

The National Intelligencer thus speaks of the appointment of Gov. Cass to the War Department.

"This, we have little doubt, is a good appointment in many respects, if not in all. Governor Cass is a man of abilities, of business, and literary acquirements; he has been a soldier, and has a soldier's bearing; he is more skilled than almost any other man we know, in Indian affairs, and in knowledge of the Indian character; and is in other respects well qualified for the station he has accepted. What is the hue of his politics, or how far any violent bias in the way may detract from his general qualification to preside over the War Department, we are not able to say."

(His politics are of the right sort.)

Mr. Walsh's National Gazette holds the following language.

"The second cabinet is now completed. The materials are good. Governor Cass, just announced as Secretary of War, is a man of education, talents and industry. He has been, for many years, conversant with the subjects which belong chiefly to the department of war. We may presume that all the details of the public business in the four departments will be adequately executed."

To the Editor of the Richmond Enquirer.

"OLD POINT COMFORT, July 1, 1831.

"Since the President's arrival at the Rip Raps, I have, among other subjects, conversed with him on the late occurrences at Washington. In relation to Maj. Eaton's first letter to Mr. Ingham, I expressed my regret that he should have put himself in the wrong at the outset, by so expressing himself as to admit of a doubt as to the purport of his communication. There was every probability that Mr. E.'s demand related to the publication, and not to any thing in the course which Mrs. Ingham might have seen fit to pursue in the selection of her society; this, however, had not been made to appear so clearly as it might have been. The President replied, that a careful perusal of Maj. Eaton's letter would, he thought, show it to have one meaning only; but that even admitting its expressions to be ambiguous, the ambiguity was utterly insufficient to support a doubt on the subject. The right of every member of society to the most perfect freedom in the choice of his associates was so notorious—so familiar to every mind—that no man could, except upon the nearest grounds, be supposed guilty of the flagrant absurdity of calling it in question."

"This sentiment, uttered with the impressive earnestness and energetic sincerity, characteristic of the man, could not but impress me, even more strongly than I had before been, with the reckless profligacy of the falsehood, so often reiterated by the Coalition Press and its new conjurers, that the new Cabinet had taken their seats under certain 'conditions' as to their social intercourse."

It will be remembered that we some time ago denied that "any member of Congress was authorized by the President to inform Messrs. Ingham, Berrien and Branch that it was his determination to remove them from office if they refused to compel their families to associate with that of Major Eaton." This was pronounced an equivocal denial, and Col. Johnson from Kentucky, was pointed out, in letters, as the member of Congress making the communication to those gentlemen, and upon his character the story was propagated as entitled to credence, although emphatically contradicted in the Globe.

We now declare, without qualification, that Col. Johnson never did make such a communication to Messrs. Ingham, Berrien and Branch, as that imputed to him. He assured those gentlemen, on the contrary, that the President did not require social intercourse between the families of the members of the Cabinet, and that he expressly disclaimed any such pretension.—Globe.

LEWIS CASS, the new Secretary of War, was a distinguished officer of the army during the late war, and commanded the 3rd regiment of Ohio Volunteers under General Hull at the surrender of Detroit.—His conduct on that occasion elicited the warmest praise from all quarters, and his letter to Governor Eustis then Secretary of War—detailing the circumstances of the capture—was much admired for its beauty of composition and gallant and chivalrous feeling. The following sentence which we extract, at random, from the letter, will serve as a specimen of its spirit.

"If we had been defeated we had nothing to do but to retreat to the fort and make the best defence which circumstances and our situation rendered practicable. But basely to surrender without firing a gun—tamely to submit without raising a bayonet—disgracefully to pass in review before an enemy as inferior in the number as in the quality of his forces, were circumstances, which excited feelings of indignation more easily felt than described. To see the whole of our men flushed with the hope of victory, eagerly awaiting the approaching contest, to see them afterwards desponding, and dejected, at least 5000 shedding tears because they were not allowed to meet their country's foe, and to fight their country's battles, excited sensations, which no American has ever before had cause to feel; and which, I trust in God, will never again be felt, while one man remains to defend the standard of the Union."

Such a man is fit to become the associate and Counsellor in Peace of the Hero whose spirit he emulated in War.

His services were duly appreciated by the nation, and in 1812 he was made Major General in the Ohio Militia, and in 1813, a Brigadier General in the U. S. Army.

He was shortly after appointed by Mr. Madison, Governor of the Territory of Michigan, which office he held at the time of his appointment to a seat in the present Cabinet. He has distinguished himself by his negotiations with the Indian tribes, and to his labors most of the treaties made with the N. W. Indians owe their origin. No man in the country is so thoroughly acquainted with the origin, history and genius of the Indian tribes—or better fitted by those qualifications, and his military experience, to perform with distinguished success, the duties of the War Office. He is moreover a scholar—and a man of letters—whose compositions will do the country honor. An article in a late number of the N. A. Review, on the subject of Indian Removal, attributed to his pen, has been justly esteemed as one of the most powerful productions which that Review, celebrated as it is, has ever produced.

In peace as in war, he has always been of the school of patriots and politicians, of which Jackson is a glorious illustration.—Balt. Repub.

In consequence of intelligence received at the Department of State, in relation to the existing state of things at Hayti, orders have been issued by the Secretary of the Navy, for part of our West India Squadron to visit the principal Ports in that Island: and similar orders have been given in respect to the principal Ports on the Main.

DANISH CLAIMS. The Commissioners under the treaty with Denmark, commenced their proceedings at Washington, on Monday. They consist of George Winchester of Baltimore, William J. Duane, of Philadelphia, and Jesse Hoyt of New York;—Robert Fulton Secretary.

The New-York Mercantile says, "We understand that a short time before his death, Col. MONROE placed the whole management of his affairs in the hands of his son-in-law, SAMUEL L. GOVERNOUR, Esq. to whose disposition he also has entrusted all his valuable papers—among which are many of the most interesting character."

Mr. Brower the artist, we learn, made a mould last Tuesday from the person of President Monroe and has cast it in plaster. We are already indebted to this gentleman for casts of Adams, Jefferson, and Madison, and for the preservation of the original cast of Washington, by London, which he purchased in Europe.

N. Y. Courier.

Mr. Monroe has left two daughters, one the widow of Mr. Hay, late District Attorney of Virginia, who has only one child, a daughter, married in Baltimore. The other daughter, the wife of Mr. Gouverneur, Postmaster of New York, in whose family he died, has several children.

Presidents of the United States.—There have been (including the present) seven Presidents. The names of four of them ended in the letters on. The names of three of them ended in the letters son, but neither of these three had a son. All of them were married; but three of them were childless. The son of the only one, that had a son, was one of the seven. Four of the seven are dead;—and three of them died on the fourth of July!

## COMMUNICATION.

### BEAUFORT ACADEMY.

On the 4th day of July the citizens of Beaufort were invited to attend an examination of the Students of this Seminary, by Messrs. ISAAC and JOHN S. W. HAYLES, the Teachers.

The Students were particularly examined in Geography, Grammar, and Arithmetic. Their proficiency in these branches of useful knowledge, far exceeded the expectations of their parents and guardians. The citizens of Carteret and the adjoining counties, have now an excellent opportunity to give their children a thorough English Education. The town is very healthy, and board can be obtained on moderate terms. Every parent and guardian ought to be deeply impressed with the importance of educating the rising generation. Our Republican system of Government can only be sustained by a virtuous and intelligent people; and much of our happiness, prosperity and usefulness in this life, depends upon the stores of useful knowledge we acquire in our youthful years.

Most of us must have seen and regretted the want of Common Schools in the State of North Carolina. Have our Legislators postponed this all-important subject indefinitely. I hope this kind of Internal Improvement will not be deemed unconstitutional.

The Messrs. Hellen are about to obtain from New York, a new set of Globes and Maps, to facilitate the progress of the students in Geography.

I am informed by Mr. Isaac Hellen, the Principal of this Institution, that the rapid progress of their pupils in Geography, is mainly due to the excellent system published by Woodbridge and Willard.

The Parents and Guardians of the Students gave an unanimous vote of thanks to the Messrs. Hellen for their diligence and success in the discharge of their important duties.

Beaufort, 4th July, 1831.

## MARRIED.

In the Presbyterian Church, on Tuesday evening, by the Rev. Michael Osborne, Mr. MARTIN STEVENSON, junior, to Miss MARY TAYLOR, daughter of Mr. William Taylor.

In Elizabeth City, (N. C.) on Thursday, June 30th, by the Rev. Philip B. Wiley, BENJAMIN ALBERTSON, Esq. Editor of the Elizabeth City Star, to Miss LOUISA MOORE, daughter of Col. Henry Moore, of Newport, (R. I.)

## DIED.

On Friday last, in the 14th year of his age, WILLIAM T. LEWIS, son of Mr. David Lewis.

## MARINE LIST.

### PORT OF NEWBERN.

#### ARRIVED.

Schr. Frances L. Kennedy, Stackpoole, Philadelphia.

#### CLEARED.

Schr. James Monroe, Haskell, New York.  
Schr. John, Ingalls, Alexandria.  
Sloop Citizen, Leaming, Baltimore.  
Sloop Prince Maurice, Tubman, Philadelphia.

### PORT OF BEAUFORT.

#### ARRIVED.

July 12, Sloop Enclave, Smith, from New York—mdz. to I. Severn, W. P. Ferrell & Co., R. W. Davis, and Fort Macon. Passenger, Capt. I. Severn.  
13th, schr. Carteret, Thoms, from New York—mdz. to F. L. King, J. C. Manson, J. F. Jones, B. Loecart, John Merritt, W. C. Bell, and A. Canaday.  
13th, sloop Solar, Freeborn, from New York—mdz. to H. Devine, and Fort Macon. Passenger, Mr. Engineer for the Steam Mill at Lenoxville.

## VALUABLE PROPERTY FOR SALE.



THE subscriber intending to remove from the State, will sell at PUBLIC AUCTION, at Beaufort, Carteret county, on the 29th day of August next, (being the sitting of the Superior Court,) his present residence, a few hundred yards to the eastward of the Town, containing 40 acres of partly hammock land, with a growth of hickory, holly, live-oak, &c.; on which is a comfortable Dwelling House of two stories height, with eight finished rooms, (exclusive of the garret) and the usual out houses. The situation is considered one of the most desirable and pleasant in the county; it is immediately open to, and about two miles distant from the ocean, and is not surpassed in point of health by any residence on the southern seaboard. Among other advantages, it affords a very superior Spring of water.

## ALSO, WILL BE SOLD.

Seven vacant lots of ground in the town, located in high and airy situations; two tracts of land of a superior quality, situated on North River, one containing 90 acres and the other about 150 acres—through which, it is thought, the expected Canal or Rail Road will pass; and at the same time he will sell about 20 of the lots of ground at LENOXVILLE. This place was laid off in Town Lots by the late James M'Kinlay, Esq. and the subscriber. It is situated at the western entrance of North River; the lots are at right angles, of 110 by 200 feet square, and the streets 90 feet wide, affording at each corner three water views. It is unquestionably the most desirable situation of any within the limits of the State, on the seaboard, for a township; the harbour having at all times, at least 12 feet water to the ocean, which is 5 or 6 miles distant. Vessels may load with perfect safety at all seasons of the year, within 20 or 30 feet of the shore, and be at sea, with any wind from N. W. Eastwardly to South, in one hour. The site is high and healthy—the water plentiful and good, and the storm tides never overflow the premises. Strong efforts will doubtless be made during the ensuing Congress to effect measures to open a Canal between the waters of Adams' Creek and North River, or to construct a Rail Road from Adams' Creek to Lenoxville. A survey has been effected, and a report in favour of a canal, made to Congress by Capt. Bache, of the U. S. Engineers. Either project has warm and influential friends, not only in Craven and Carteret, but also in remote places. It is the most eligible situation to connect the Northern and Southern link of communication which is deemed indispensable in a military point of view. Lenoxville is now a good stand for retail stores, and the most desirable point within the State for Steam Mills. Those concerned in Steam Boats and commercial business, as well as those who desire pleasant summer residences, or eligible stands for mechanical operations, are invited to examine the premises and secure lots while they may be had at prices greatly below their value.

He will also sell, at Newbern, on the 3d of September, the House and Ground on the Old County Wharf, formerly owned by Capt. John Merritt, suitable for a family and Retail Store, and a good stand for a Boarding-house.

A credit of 6, 12, 18 and 24 months will be given for all sums over \$400, by paying one-fourth in advance and giving notes with approved security, with interest from the date for the balance; and a credit of 6 and 12 months, for sums over \$50 and under \$400—under \$50, cash.

HENRY M. COOKE.

Beaufort, 15th July, 1831—tds

## SILVER TABLE & TEASPOONS.

### F. WOODS

Has just received a fresh supply of Silver Table Spoons, Sugar Tongs, Tea Spoons, Pencil Cases, Mustard & Salt Spoons, Thimbles, &c. &c. Which will be sold as low as they can be imported.

## A PAIR OF 13 INCH GLOBES.

Newbern, 20th July, 1831.

### FOR SALE.

17 pieces handsome blue Muscheto Netting, which will be sold low for cash. A constant supply of the above article will be kept at the Store of the subscriber, nearly opposite the Bank of Newbern.

JOHN BRISSINGTON.

July 20, 1831.

## A SPECULATION.

Something curious, and worthy attention. From the great success attending the last Club, S. J. SYLVESTER, Licensed Lottery Broker, 130 Broadway, New York, respectfully submits the following plan to his friends in this section of the country:

The NEW YORK LOTTERY, Extra Class, No. 18, will be drawn 21st SEPTEMBER. 35 Numbers—6 drawn Ballots. The chief Prizes are

\$50,000, \$40,000, \$30,000, \$20,000, \$10,000, \$5,880, &c. &c.

It is the intention of S. J. Sylvester to club 25 Packs. Whole Tickets, 300 300  
35 do. Halves 420 210  
40 do. Quarters 420 120

Tickets 630 at \$16. \$10,080  
100 Shares, at \$100 80 \$10,080  
630 Tickets must draw \$4280,  
100 Shares, each \$42 80, 4280.  
Deducting \$4280 from \$10,080, leaves \$5800, divided into 100 shares, the greatest possible loss will be \$58 each share.

It is certain the Tickets will draw more than the above named sum, but this amount