



Another very respectable and numerous meeting of the citizens of our Town and County was held in this place on Tuesday evening last, for the purpose of concentrating public opinion on the subject of Internal Improvements. The Resolutions, which were unanimously adopted, are inserted in this paper. The meeting distinctly understood, that if the plan proposed in the Resolutions shall fail, we will go heart and hand for the Rail Road. In the language of Mr. GASTON, we "don't give up the ship." We hope much from the proposed District Convention to be assembled at Kinston, and any system which they may adopt, will demand, and as we earnestly hope, obtain support from every one who feels the least glow of friendship for the community in which he resides.

The Railway Engraving which is displayed in our paper, has been approved for its neatness and fidelity. It was executed by Mr. ALLEN FITCH, Watchmaker, who lives next door to this Office, and who possesses extraordinary mechanical tact in getting up any thing of the sort.

We take pleasure in collecting and furnishing for our readers all facts which tend to illustrate the success of the dredging operations at our bar. The following is an extract of a letter from a gentleman residing in Portsmouth, who professes to take great interest in the subject, and whose statements may be relied upon, as coming immediately from the scene of operation.

PORTSMOUTH, Aug. 4th, 1833.

Dear Sir—I have been a strict observer for the last month, of the improvements going on in the navigation near this place—say the Flounder Slue—and take pleasure in stating, that such has been the success of dredging already, that there can be no doubt remaining of its ultimate success. Owing to the novelty of the work, and the difficulty of procuring proper vessels and machinery, it has taken much time to get fairly under way. The quantity of sand removed, has already been immense. Picture to yourself a shoal half or three-fourths of a mile in length—the sand so close and hard as to render it almost impossible to penetrate it with a sharp stake or pole—a depth of water of from four to five feet, through which there has already been a channel made, sufficiently wide and deep for vessels to pass in common tides, drawing 74 feet—the best evidence of which fact is, I have a memorandum of ten vessels having gone through in the last month, July, several of which, to my own knowledge, drew more than 74 feet, and one of the number took in her lighter load in Castle Channel, after which she beat out to sea drawing at least 84 feet water. I could lengthen out this letter much by pointing out the many advantages of this Channel over any other in this navigation, for safety in time of storms, anchorage, &c., but will defer that to a future time, when I hope I shall be able to give you still more favourable accounts.

We are gratified to learn that the Postmaster General has succeeded in concluding a permanent contract for the transportation of the Mail between Georgetown, S. C. and Smithville, and that a Steam Boat, in conjunction with a line of four horse Post-Carriages, is to be forthwith placed on the waters of the Waccamaw. The contractor, Dr. EVERETT, of Smithville, is a gentleman of great public enterprise, who will do justice to the undertaking. This, and the many other facilities afforded to travellers on the Atlantic route, adds to the encouragement which may be expected by a steam boat.

We neither entertain nor would encourage a feeling of hostility and abuse towards our southern sister, but we must be indulged in telling a good thing.

Mr. Gaston, in his address on Tuesday evening, made some allusion in the course of his remarks, to the *antiquet* of Rip Van Winkle, applied by Preston to this State. "Better is it" said he, "to sleep on forever, than awake to madness and to treason. Better is it, that we should personate the drowsy hero" of Washington Irving, than excite the mingled horror and ridicule of mankind, by representing the combined characters of Captain Bobadil and Catiline!"

The Harbinger will make its appearance in a few weeks. This paper will be printed at Chapel Hill, and is intended to convey moral and scientific information in a concise and attractive form. Politics and religion will not, according to its prospectus, occupy any thing like an exclusive share in its columns, but will claim impartial notice in the shape of news. This periodical promises so well, that it must recommend itself to all who desire to patronize a useful literary journal belonging to our state.

Mr. ISAAC C. PATRIDGE, formerly of Newbern, has been appointed Postmaster at Chapel Hill, in the place of Charles Chalmers, Esq. resigned.

LEAHOD WETMORE has been appointed Agent of the Bank of Newbern, in this City, vice HENRY M. MITCHELL, dec'd; and THOMAS HOGG, Chief Clerk, in the place of Mr. Wetmore.—*Rat. Register.*

It was erroneously stated in the Raleigh papers from which we copied the returns of the Johnston election that Jesse Whitley received 242 votes. He was not a candidate. The votes were for Redford Whitley.

Our City.—There are now about twenty new brick buildings going up on Fayetteville street, in this city, intended for stores. They are, for the most part, of the largest class, and will be finished in a superior style of neatness. These, alone, give active employment to a large number of persons, and in addition thereto, we find that there are 120 workmen engaged about the new Capitol, in various occupations.—*Raleigh Register.*

**Internal Improvement Meeting.**—Pursuant to notice previously given, a large concourse of the citizens of the town, county, and adjoining counties, convened at the Court House in this place, on Tuesday evening last; WILLIAM GASTON, Esq. was called to the Chair, and JAMES W. BRYAN, Esq. elected Secretary. The Chairman, in an animated and spirit stirring address, after explaining the object of the meeting, deploring the present condition of North Carolina, and drew a cheerless parallel between the present depressed situation of this section of the State and what it was only twenty-three years ago. He reminded the meeting that no progress for the last thirty years, in public improvement, physical or moral, had been made, and that other States were aggrandizing themselves at our expense; Virginia on the North, and South Carolina on the South, were tapping the springs of our prosperity, and when all should be accomplished for their good, then we should be scorned and derided, or taken into humble keeping. He called upon them to use mutual forbearance towards each other in their expressions and expectations; all classes to join in the work; the rich and the poor to contribute according to their ability; to let a spirit of harmony and union prevail, and thus, by "a long pull, a strong pull, and a pull altogether," the great work might be accomplished, and the evils under which we labour, remedied. The Chairman then addressed the meeting upon the plan of internal improvement which was about to be submitted to them; assured them that although it contemplated an improvement of the Neuse River, &c., that the project of a Rail Road was by no means abandoned; that if after the survey and examination which the Resolutions contemplated, of the Rivers, it should be found that the Neuse was not susceptible of steam boat navigation, that plan would be abandoned; but that it deserved at least an experiment, as it was a natural channel running through the heart of the country, capable of being improved at a much less expense than would be necessary for the construction of a Rail Road, and would not require frequent and expensive repairs. He informed the meeting, that previous to the introduction of steam boats on the Cape Fear river, the freight of a bale of Cotton from Fayetteville to Wilmington, was one dollar, but upon inquiry, he found that it was now reduced to fifteen cents. He then alluded to our means of communication with the ocean, and gave a cheering account of the successful progress of the operations at Ocracoke.

The following resolutions were then introduced by Mr. JOHN WASHINGTON, and after being discussed, and having the blanks filled by inserting the names of the gentlemen therein mentioned, were unanimously adopted:

- Resolved, That as a part of the People of North Carolina, we are not prepared to admit their inability to improve the physical and moral condition of their country, that we are determined and ready to make every exertion in our power, and that we earnestly conjure our fellow-citizens to join their exertions with ours, to raise up within the State good arts of traffic, and provide the means of cheap and convenient transportation to them.
- Resolved, That the operations now in progress at Ocracoke Bar having already furnished to this port a channel of navigation exceeding by one foot in depth that which was lately in use, give high assurance that the impediments which have hitherto obstructed our communication with the ocean, may thus be effectually removed, and that therefore the Representative in Congress from this District in particular, and the Representatives from this State in

Congress, generally, be requested to use their influence and exertions to urge on the prosecution of these operations with increased energy, as pregnant with most important consequences to this section of North Carolina.

- Resolved, That for the purpose of facilitating the communication between Newbern and the interior, we believe that our efforts should be directed in the first place to the improvement of the great thoroughfares of Nature, our rivers and their main tributary streams—We have come to this conclusion, first, because at all events and whatever other modes of communication may be ultimately adopted, the removal of the obstructions to navigation in these water courses, cannot but be immediately as well as permanently beneficial to all residing in their neighbourhood, and must tend to the growth and improvement of our common market. Secondly, because there is a strong probability that the river Neuse may be rendered fit for steam boat navigation to a point above Waynesboro', at an expense bearing no comparison to that of a Railway, and a convenient transportation by means of steam boats, has many decided advantages over all others; and thirdly, because if it should be found that the Neuse cannot be made navigable for steam boats as high as we believe, the intermediate distance between the head of steam boat navigation, and the Railway from the West, may be provided for by a Railway of comparatively small cost.
- Resolved, That it be earnestly recommended to the County Courts of Craven, Lenoir, Wayne, Johnston, Greene, Pitt and Jones, to proceed immediately to the exercise of all the powers conferred to them by law, for working upon the rivers and principal streams running through their respective Counties, and causing to the full extent of all the means in their power, the logs and other bars in them, to be taken away and removed.
- Resolved, That Wm. Gaston, John Washington, John H. Bryan, Wm. Hollister, John M. Bryan, John T. Lane and James C. Cole, be a Committee to be called the Craven Committee of Navigation, whose duty it shall be to cause the River Neuse to be examined so far up as Waynesboro' or Smithfield, if they shall deem it expedient, (also the Centenney, as far up as Snowhill or Stantonsburg, if deemed advisable) to ascertain what are the principal impediments to the navigation of said rivers, and to apply the funds which may be raised, as hereinafter proposed, in such way as may best effect such examination and remove such impediments, and that they have the power of appointing their Treasurer.
- Resolved, That a subscription be forthwith opened to enable the said Commissioners to perform the duties confided to them, and that John M. Roberts, John I. Pasteur, Thos. Watson, John T. Lane, Fred'k. P. Latham and John B. Dawson, be appointed a Committee to invite subscriptions from our fellow-citizens not attending this meeting, to be paid over to said Treasurer.
- Resolved, That copies of these resolutions be transmitted forthwith to the Committees of correspondence appointed by the late Convention for the Counties of Lenoir, Wayne, Johnston, Greene, Pitt and Jones, and that they be requested to have corresponding exertions made in their several counties.
- Resolved, That the citizens of Lenoir, Wayne, Johnston, Greene, Pitt and Jones be invited to send delegates to meet delegates from this county in a district Convention, to be held at Kinston, on the third Monday of September next, in order to confer freely together and to bring about concert of action in this subject of common interest, and that Jno. H. Bryan,

John Washington, G. S. Attmore, John M. Bryan, John B. Dawson, W. C. Stanly, be the delegates to represent this County in the said Convention.  
9. Resolved, That when this meeting adjourns, it will adjourn subject to the call of the Chair.  
Messrs. Jno. H. Bryan and Manly, addressed the meeting upon the great importance of doing something now, for the internal improvement of the State—that the spirit was abroad, and unless Newbern now sustained herself, (for much was expected from her, and they had a right to expect much from her) we must in truth and fact, "give up the ship." They spoke much in detail, upon the great internal resources of the State, her vast products, the great spirit of emigration which had been produced by her depressed condition, the languishing state of her commerce, and the apathy of her citizens. They wished it distinctly understood, that the Resolutions did not contemplate, the abandonment of a Rail-road—that the route lately surveyed by the Engineer, passed through all the towns on the Neuse, and if a good and available communication by means of Steamboats could be obtained from Newbern to either of those towns, or to any intermediate place, it was deemed most advisable in our present situation, to begin the Rail-road there; if however, upon examination, this plan should be found to be impracticable, then their sole reliance would be upon the construction of a Rail-road; that no definite action could be had upon the matter, until the sitting of the district Convention at Kinston, on the third Monday of September next, to which place, they trusted the counties enumerated in the Resolutions would send full delegations.  
On motion of Mr. W. C. Stanly; Resolved, That the proceedings of this meeting be published in the newspapers of this town.  
On motion of Mr. Edward Stanly; Resolved, That the thanks of this meeting be tendered to the Chairman, for the able and impartial manner, in which he has presided over its deliberations.  
On motion of M. E. Manly; Resolved, That the thanks of this meeting be tendered to the Secretary, for the satisfactory manner in which he has discharged the duties confided to him.  
The meeting then adjourned subject to the call of the Chairman.

Answers to the following queries are requested from those who are acquainted with such matters.

- What will be the cost of a Rail Road from this place to Beaufort?
- What the lowest rate of interest on the Capital Stock in a Rail Road, which would make it a safe investment?
- What the amount of freight paid from the town of Newbern, to the West Indies and Coastwise?
- What is the difference in the insurance, &c. and freight of shipments of the same articles between Beaufort and Newbern to the West Indies or Coastwise?
- If there be a difference in favour of Beaufort, would this difference, indemnify capitalists for investing their money in a Rail Road between the two places?
- What would be the probable amount of money received for the transportation of passengers and the mail on said Rail Road?

The Secretary to the late Town Meeting requests us to state that he has, in pursuance of the 7th Resolution, addressed a copy of the present number of the Sentinel to each of the Corresponding Committees for the Counties of Lenoir, Wayne, Johnston, Greene, Pitt and Jones.

The citizens of Wilmington have subscribed \$113,000 to the Rail Road from Raleigh to Wilmington by the way of Waynesborough.

William B. Shepard, and Dr. Hall are re-elected from their respective Districts, without opposition.  
In the District composed of Bertie, Martin, Northampton and Halifax, Jesse A. Bynum is elected over Col. Andrew Joyner; by what vote we are yet to learn.  
The District represented by Mr. Carson is now the only one to be heard from.—*R. Reg.*  
From the Journal of Commerce.  
THIRTEENDAYS LATER FROM EUROPE.  
By the ship Constitution, Capt. Wilson, we have received London papers to July 7th and Liverpool to the 8th, containing Paris dates to the 5th. To Capt. Wood, of the Marengo, we are indebted for Havre papers to the 3d, containing the latest commercial advices from that port.  
By this arrival we learn that the Pedrote expedition of 3000, the departure of which from Oporto was previously known here, had landed at Lagos, to the Southward of Cape St. Vincent, and met with a flattering reception. This movement in one way or other, will lead to important results.  
We do not find that the Negro Emancipation bill from the House of Commons, had not been taken up in the Lords.

**ELECTION RETURNS.**

**Duplin.**—John E. Hussey, Senate; Joseph Gillispie and A. O. Grady, Commons. State of the poll for the Commons:—Gillispie 473, Grady 426, A. Maxwell 384. Clerk of the S. C. Jeremiah Pearsall; Clerk C. C. John Watkins. State of the poll for Superior Court:—Pearsall 481, W. R. Frederick 370.—For C. C. C. C. Watkins 392, O. L. Kelly 243, Swinson 163 R. Miller 78.  
**Congress.**—Lewis Dishough, 606, Jame J. McKay, 233.

**Onslow.**—Thomas Foy, Senate; Daniel Thompson and Thomas Ennett, Commons. Clerk of the County Court, David W. Sanders, Clerk of the Superior Court, Henry W. Thompson.

We have not received the state of the poll.  
**Congress.**—Dishough 578, McKay 173.  
**Beaufort.**—William E. Snaub, S.—William L. Kennedy and Samuel Smallwood, C.—R. H. Mastin, S. C. C.—W. Ellison, C. C. C.

**Bertie.**—A. W. Mebane, S.—David Outlaw and T. J. Pugh, C.—J. Webb, S. C. C.—E. Rhodes, C. C. C.

**Pitt.**—A. Move s. J. L. Foreman and R. Cherry c. Edgewood.—Hardy Flowers, s. John W. Potts and Turner Bynum, c. Michael Hearn, Clerk of county court. James W. Clark, (no opposition,) clerk of superior court.

**Warren.**—Weldon N. Edwards, s. John Bragg and Thomas J. Judkins, c. Edwin D. Drake, clerk county court. Benjamin E. Cooke, clerk superior court.

**Wake.**—Charles L. Hinton, S. Nathaniel G. Rand and Wesley Jones, C.—all without opposition. Benj. S. King, C. C. C. J. C. Stedman, C. S. C. State of the poll for C. C. C.—King 1613, Thomas G. Whitaker 399. For a change of the Constitution 81—Against it 181.  
**Columbus.**—Luke R. Simmons, S. Caleb Stephens and Marmaduke Powell, C.  
**Cumberland.**—Duncan McCormick, S. Dillon Lead, jun. and David McNeill, C. Archibald McAnderson McNeill, Henry W. Ayer, C. S. C. by a majority of 348 over Edward L. Winslow.  
**Town of Fayetteville.**—James Seawell, by a majority of 92 votes over T. L. Hybart.  
**Orange.**—William Montgomery, S. without opposition. Joseph Ellison and John Stockard, C. John Taylor, C. C. C. Geo. W. Bruce, C. S. C.

**Person.**—Robert Vanhook, S. Robert Jones and Thomas McGehee, C.  
**Town of Hillsborough.**—William A. Graham, by a majority of one vote over Dr. Jas S. Smith.  
**Town of Wilmington.**—John D. Jones.  
**Robeson.**—S. Howell, S. Giles McLean and Alexander Watson, C. R. C. Bunting C. S. C. Archibald McEachin, C. C. C.  
**Chatham.**—Nathan A. Stedham, S. R. C. Cotton and John S. Guthrie, C. Thomas Ragland, C. C. C. John Thompson, C. S. C.

**CONGRESSIONAL ELECTION.**

In the District comprising the counties of Wake, Orange and Person, Gen. D. L. Barringer is re-elected over his competitor J. G. A. Williamson, by a majority of sixty-one votes. The state of the Poll was as follows in Wake and Orange—Person county yet to be heard from officially:

	Barringer.	Williamson.
Wake	1443	139
Orange.	908	1518

In the District composed of the counties of Warren, Franklin, Granville and Nash, Gen. M. T. Hawkins is re-elected by the following vote:

	Hawkins.	Gilliam.	Williams
Warren	557	73	138
Franklin	234	60	695
Granville	615	963	101
Nash	250	376	255

Total 1694 1472 1189

In the District composed of Cumberland, Robeson, Montgomery, Richmond, Anson and Moore counties, Edmund Deberry is elected over the former Representative, Mr. Bethune, by a small majority.

In the District comprising the counties of Onslow, New Hanover, Duplin, Sampson, Brunswick, Bladen and Columbus, Gen. James McKay is re-elected over his opponent Dr. Lewis Dishough.

Lewis Williams, Henry Conner, Abram Rencher, Augustine H. Shepard, Jesse Speight,

number of troops might then disembark on that shore. While I am writing three suspicious looking vessels are in the offing, and I heard about an hour since that it was ascertained by telegraph that six large vessels belonging to Don Pedro were on the bar. It cannot be long before something decisive will take place. They have many well wishers here for their success.

The British vessels of war have been riding at single anchor since Saturday, to go up the river out of the way of the batteries on the approach of Don Pedro's party. The Spanish frigate is already gone up; but should the fleet of Miguel go out previously, I believe it to be the intention of Adml. Parker to follow it in the Asia; accompanied by a frigate, to prevent improper treatment to vessels bearing the British flag. The French frigate goes out also, as is said to protect the vessels of that country. The British marines will be landed for the protection of British persons and property, should any disturbance take place here.

There will be much sanguinary work, I expect, between the two parties, should the Pedrites attack the capital. The cholera continues its ravages. Many persons among the better classes have been carried off within these few days.

PARIS, July 3.—The enlistment for the service of Don Pedro is going on actively. Among the enlisted are a considerable number of Polish and Italian refugees. It is said that the Minister of the Marine intends to keep a number of armed vessels prepared in the ports, in case an intervention in the affairs of Portugal should be decided upon by France and England.

The Messenger states that the three systems proposed in Don Pedro's council were:—1. That an army of 4000 men, commanded by the Regent in person, should make a descent on Lisbon.—2. That an army, under the command of a General, should proceed to the Algarves, in the hope of being joined by a numerous body of Spanish malcontents and deserters, and thence proceed to Lisbon, while Don Pedro awaited the results at Oporto—and—3. That the whole army should make a sortie from Oporto against the besieging forces, and if successful march on to Lisbon.

**MARKETS.**

**LIVERPOOL COTTON MARKET.**  
Saturday, June 27.—Cotton—The market opened this week with great excitement, which continued without interruption to the close; prices gradually advanced, and are now 1d. per lb. higher for American; 1-2d to 3-4d for Brazil and Egyptian, and 3-8 for East India.

July 6.—The demand in the early part of the week was limited, and prices in consequence declined, but since Tuesday, when the inquiry both on speculation and from the trade revived, the business transacted has been very great, and the market closes today at the extreme prices of Friday last in American descriptions, and 1-8d to 1-4 per lb. advance in Brazils.

**CHARLESTON MARKET.**

August 5th, 1833.  
CORN, 75 a 76 cents per bushel.  
COTTON, 10 1-2 a 11 per lb.  
BACON, 6 1-2 a 10.  
LARD, 10 cents.  
TURPENTINE, Wilmington, \$2 25 a \$2 50.

**NEW YORK MARKET.**

August 7th, 1833.  
CORN, 6S a 71 per bushel.  
COTTON, New Orleans, lb. 15 a 17 1-2.  
Alabama, " 15 a 17.  
Upland, " 14 a 17.  
Tennessee, " 14 a 15.  
TAR, \$1 87 1-2 a \$2 00 per bbl.  
TURPENTINE, N. County, \$2 40 a \$2 41.  
Wilmington, \$2 62 1-2.  
PORK, Mess, 15 a 15 75.  
Prime, 11 50 a 11 75.  
HAMS, 9 a 10 per lb.  
LARD, 10 cents.

**MARRIED.**

In Wayne County, on Thursday evening 8th inst. MATTHEW RAIFORD, Esq. late of Alabama, to Mrs. SARAH COOK.

**DIED.**

At Swift Creek, in this county, on the 10th inst. Mr. JACOB POLLARD, a soldier of the Revolutionary War, aged about 75 years.

**PORT OF NEWBERN.**

**ARRIVED,**

Aug 10 schr Philadelphia, Casey, 6 dys fm N.Y. mdz to S. Hall and Son, J. Morris, and C. S. Ward.  
Aug 10 schr Susan Mary, Snow, 3 days fm N.Y. mdz to J. Burgwyn, J. Riggs, S. Oliver and Son, and J. M. Grande & Co.  
Aug 10 schr Lion, Hoxie, 6 dys fm N York.  
Aug 12 schr Select, Pennwell, 60 hours fm N.Y. mdz to Wm Brower, J Templeton, and S Simpson.

**CLEARED,**

Packet schr Trent, Jones, for New York, by J. M. Grande & Co. Passengers, Rev Wm N. Hawks and Lady, B Jones, and T P Burgwyn. Cargo of 1050 bbls Turpentine and 14 bales Cotton.  
Packet schr Geo Pollok, Chadwick, for N York, by J. M. Grande & Co. Passengers, Allen Davis and Cleopas Churchill, Esq. Cargo of 39 bales Cotton and 900 bbls Naval Stores.

Schr Lion,	Hoxie,	New York.
Select	Pennwell,	do
Geo. Pollok,	Chadwick,	do

**THE ELEGANT AND CAPACIOUS STEAM BOAT.**



**JOHN STONEY, CAPTAIN GREEN,**

WILL commence her regular trips between NEWBERN and ELIZABETH CITY by the first day of September next. The exact times of her arrival and departure will be hereafter communicated.

Travellers who adopt the Atlantic Route, via Georgetown and Wilmington, through Newbern to Norfolk, are informed that by the present Steam Boat Route, there will be a saving of one hundred and twenty miles land carriage, with a considerable reduction in the price of fare, and a great addition in point of comfort and convenience. Those who travel the Route via Fayetteville and Waynesborough to Norfolk, are informed that that line is intersected at Waynesboro' by the Raleigh line of Stages to this place, and they would find it much to their interest and comfort to adopt this Route.

J. M. GRANDE, & Co. Agents.  
Newbern, Aug. 16th 1833.