

CAROLINA WATCHMAN.

BY HAMILTON C. JONES.

SALISBURY, N. C. SATURDAY, APRIL 22, 1837.

VOL. V—NO. 40—WHOLE NO. 238.

TERMS.

The Watchman may hereafter be had for

two Dollars and Fifty Cents per year.

A Class of four new subscribers who will

advance the whole sum at one payment,

shall have the paper for one year at Two Dol-

lars each, and as long as the same class shall

continue thus to pay in advance the sum of

Eight Dollars the same terms shall continue,

otherwise they will be charged as other subscri-

bers.

Subscribers who do not pay during the year

will be charged three Dollars in all cases.

No subscription will be received for less than

one year.

Neither will be discontinued but at the op-

tion of the Editor, unless all arrears are paid

up.

All letters to the Editor must be post-

paid, otherwise they will certainly not be at-

tended to.

TERMS OF ADVERTISING—Sixty two & a half

cents per square for the first insertion, and 31 1/2

cents per square for each insertion afterwards.

No advertisement will be inserted for less

than one Dollar.

Advertisements will be continued until orders

are received to stop them, where no directions

are previously given.

Advertisements by the year or six months will

be made at a Dollar per month for each square

with the privilege of changing the form every

quarter.

MARKETS.

SALISBURY.

Beeswax per lb. 16 1/2 cts; Brandy, Apple

per gal. 45 1/2 cts; Cotton per lb. (in

ed) 3 cts; Cotton bagging per yd. 16 1/2 cts;

Coffee per lb. 16 1/2 cts; Castings per

lb. 3 1/2 cts; Cotton yarn, from No. 6 to No.

1, \$1 75 a 2 00 cts; Feathers per lb. 35

cts; Flour per bush. 81; Wheat per bush. 124

cts; Corn per bush. 35 cts; Corn per bush. 35 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

On per lb. 6 1/2 cts; Lead per lb. 8 1/2 cts; 10 cts;

SARPEDON



(IMPORTED.)

THIS splendid English Race Horse & Stallion,

imported in 1834, will cover mares the present

season (which has now commenced) at my

stable, Granville county, N. C. on the main

road leading from Oxford to Boydton, Virginia, at

\$600 the season, payable before or on the first

of July next, at which time it will expire, & \$100

insurance, which will be demanded as soon as

the mare is ascertained to be in foal or transfer-

red; with one dollar cash to the groom in every

case. Care will be taken to prevent escapes or

accidents, but I will not be responsible for any that

may happen. Servants boarded gratis; good pas-

sage for mares; and when fed, 3 1/2 cents per

day, which charge must be paid before the mare

will be allowed to leave the plantation—at the

discretion of the subscriber.

SARPEDON is a rich brown horse, 16 hands

high, foaled in 1829, the property of General

Glover—is a horse of the greatest strength

and power. His back and loins are remarkably

strong; that he is thought to be master of 15

stones; and, as a race horse, he was equal,

and generally superior, to most horses of his day,

as is proved by reference to his memoir in this

paper, which may be seen in the July (1831)

number of the Turf Register—He is the only

son of the famous "Emulous," known to be im-

ported. Emulous, it will be remembered, is the

son of Phalaris, and covers at 50 gs. a

mare.

SARPEDON possesses more of the stout, mam-

moth and Benninghough blood, than any other

horse in America, and is a direct cross upon any

of our native mares. His performance at three

and four years old, (until he was injured) were

of the first character—beating nearly all his con-

temparies, giving some of them high odds in

weight. (See Racing Calendar and Sporting

Magazine, as above.)

N. B.—His stock (Colts) are remarkable large

and racing-like.

PEDIGREE.

SARPEDON was got by that capital racer and

unrivalled Stallion "Emulous," by the great "Or-

ville," who also covered at 50 gs. a mare, and was

perhaps the best son of Benninghough, out of a King

Herod mare, &c.; his dam, Jeanie, by the Flyer,

grand dam by Dick Andrews, equal to any horse

of his day, both as a racer and Stallion; May, by

Benninghough—Princess, by Manbrino—Cricket

by King Herod, the best Stallion of his day, &

founder of the best stock in England—Sophia, by

Blank—Deane, (Lord Leigh's) by Second—Mr.

Hanger's brown mare, by Siragana's Arabian, out

of Gipsy by King William's N. tugged Bara—

McKee's, Royal Mare.

The Flyer was got by Vandike Junior—dam

Azalia, by Benninghough—Gillflower, by

Highflyer—Goldfinch, sister to Grasshopper,

by Muske—Cullen Arabian—Regulus, &c. &c.

The Flyer was a capital horse, and sire of

"Wings," winner of the Oaks and other great

runners.

Vandike Junior was got by Walton, dam

Duchess, by the Patissier—Drab, by Highflyer—

Hob, by Chrysomel—Prosperine, sister to

Eclipse.

EDMUND TOWNES.

March 2—366.

UWHARIE

WILL make his last season in

this County, at my stable

in Lexington, N. C., ending on

the 4th of July. The purity of

his blood—his size—length—substance and power—

his fine energetic action, I think will prove

excellently well, with our common mares. He

will be six years old this Spring.

In order to accommodate all the Farmers who

are desirous to breed fine horses and at a rare

and the means of all breeders, I am induced

to put down the price of the season of Uwharie,

lower than that of any horse in the Union of

equal blood and character. He will make his

present season at \$17; insurance \$60. In addition

to the yearling filly and two colts that I

sold in 1834 at \$3,000, (out of Uwharie's dam)

I released last Fall for a yearling filly out of

her dam and by imported Lutzborough \$500, and for

the old mare \$1,000.

For further particulars see hand bills.

W. R. HOLT.

March 25, 1837—8w36

State of North Carolina,

WILKES COUNTY.

January Sessions, 1837.

Finly & Baughell's Original Attachment

vs. Joseph Stanley and Land.

IT appearing to the satisfaction of the Court,

that the defendant is not an inhabitant of this

State; it is therefore ordered, that publication

be made in the Carolina Watchman for six

weeks, that the defendant appear at our next

Court of Pleas and Quarter Sessions, to be held

for the county of Wilkes, at the court-house on

the fourth Monday of April next to answer or re-

ply, or judgment will be entered against him, and

the lands condemned to satisfy plaintiff's debt.

Witness, Wm. Mastie, Clerk of our said

court at office, the first Monday after the fourth

Monday of January, 1837.

Teste—W. M. MASTIE, c w c c

March 18—6w37—price \$3

PORTSMOUTH AND

ROANOKE

RAIL ROAD.

THE Cars run DAILY on this Road. Pas-

sengers going North will be conveyed from

Halifax, N. C. to Gary's Depot, in the Com-

pany's Caches, and will arrive at Portsmouth in

time for Baltimore Boats, which leave every

Wednesday, Friday and Sunday, at 3 P. M. and

for the Washington Boat, which leaves every

Sunday at the same hour. Passengers leaving

Halifax on either of the above mentioned days,

will arrive in Baltimore the following morning

and in Philadelphia in the evening, without be-

ing deprived of sleep. The Engines on this

road are in fine order, and no detention need be

apprehended.

Stages leave Halifax in time

for the departure of the Cars at 7 o'clock A. M.

from the upper termination of the Road.

Office Portsmouth and Roanoke Rail Road Com-

pany.

April 1, 183