



# WATCHMAN.

Salisbury, April 29, 1837.

## LIST OF BLACK KNIGHTS Who have gone to part unknown with- out paying for the WATCHMAN.

There are a good many who are in the country and refuse to pay us under various mean pretences, whom we intend to hold up to public observation: It will not be difficult to persuade the world that he who is mean towards an Editor will act meanly with every one else.

Capt JOHN ATRY, North Cove, Burke.

Thomas E. Upton, Mineraville, do

J. H. Greenlee, North Cove, do

Dickinson & Case, Memphis, Ten.

E. O. Logrand, Montgomery, N. C.

E. P. Jurney, Iredell.

Isaac Douglas, Lincoln Co.

Pleasant Marsh, Surry County.

We give this as an earnest, of what we mean to do if we are foiled with. There are some others, that had better take the hint in season.

We must refer to a succeeding article as our excuse for the scarcity of editorial matter this week: When we returned home, we found our paper so nearly filled with other matter that we forbore to press our own lucubrations upon our readers: They, however, will be more than compensated by the excellent speech of Mr. Winslow, on the all absorbing subject of our Rail Road.

## RAIL ROAD SURVEY.

The Editor of this paper has just returned from accompanying the Engineers on the survey of the Fayetteville and Western Rail Road, and he is glad in being able to state to those interested in this undertaking, that it is progressing in the most satisfactory manner. The Party commenced on last Monday, at the mouth of Crane Creek, and descending the River, crossed Abbot's Creek, about a mile and a half above its mouth: They then left the flat land and made directly for the gap of Flat Swamp mountain, intending to strike Lick Creek, at Grace's mill, and to ascend that to the summit land, between the waters of Uwharrie and the Yadkin. We went with Mr. Bennet, (who has charge of the survey, in the absence of Mr. Cushman,) for at least 25 miles of the proposed route, and have his authority for saying that no greater difficulty is presented than what we witnessed, the country must be considered in the highest degree favorable for a Rail Road: indeed 9-10ths of that distance may be almost called a dead level, and as to the rest, it is not calculated that there is forty feet in the mile of rise or fall at any place. The friends of this great enterprise have every cause for congratulation: for although the next 12 miles (that about Uwharrie and Carroway creeks) are supposed to present many serious and formidable difficulties—yet the whole of the remainder of the distance being so eminently favorable, that the average will be kept below: Besides we have great confidence in the zeal and ability of the two gentlemen, Messrs. Bennet and Nelson, to whom this end of the survey has been entrusted, by Captain Cushman: they declare with great energy, that if a route can be had it shall be sketched out: and from the entering industry which we saw the exhibit day after day, we have no doubt, they will make this relation good. With Capt. Cushman we are not the pleasure of an acquaintance, but we doubt not his entire capability, for conducting of this work: It is sufficient that he has been selected by Major McNeil, as the chief assistant in the survey.

The other end of the route is undergoing a survey, under the immediate direction of Mr. Cunningham, whom we have heard of very well: we understand that it is already completed, at Chisholm's, with which to that point, we learn, Capt. Cushman is well satisfied. Before dismissing this subject, we must be permitted to bear witness to the very able and orderly deportment of the whole of this party: It seemed to us every individual was determined to do his duty faithfully, and diligently. We also commend the public spirit of the neighborhood, in affording the Engineers every assistance and convenience in their operations towards carrying forward the work. The whole, we are more than well pleased with our visit, and feel our confidence

the higher than ever, as to the successful issue of the enterprise.

## GEN. JACKSON ON RETIREMENT.

The Hero of two wars and a dozen tavern fights, cannot quit the scene of turmoil, and confusion, in which he has figured so conspicuously, for the last eight years, without a further effort to punish his enemies: He has we perceive in to-day's paper issued his Bulletin against Judge White, John Bell, and Orville Bradley. The statement of Mr. Bradley furnished to Judge White, as to a conversation with the late President, he pronounces utterly false, and promises in due time and season to prove it. Mr. Bradley has not been known to us since our college days: but at that time he was remarkable not only for a vigorous intellect, but for stern and unflinching integrity. We very much question whether with his associates, even the word of the President of the U. States would have been taken in the stead of his. One thing we are struck with in the history of Gen. Jackson, that is, he has been met with fit contradictions, by more respectable men, than any other public character we ever noticed. Besides this case of Judge White, and Mr. Bradley, there is Mr. Adams, Mr. Buchanan, Col. White, of Florida. Mr. Calhoun, & Mr. Ingham: In each of these instances, there has been an affair of truth, where the incoordinated word of the President has had to stand against that of each of these gentlemen. We say nothing more than that the public must judge for themselves, between them, we simply state the facts.

We do not think it comports well with Presidential dignity, to have to do so much eulogy & proving; and now that he has got to the Hermitage, and thrown off the cares of State, we had hoped he could have dismissed this belligerent temper.

Remarks of Mr. E. L. WINSLOW, at the Internal Improvement Meeting held at Salisbury, on Thursday, 23d March.

MR. CHAIRMAN:—It will be recollected that a Convention was held in this place in the month of October last, on the important and interesting subject of a communication from the Western portion of North Carolina to the Cape Fear at the Town of Fayetteville, that meeting 130 delegates representing 19 Counties were assembled, and after serious deliberation, they unanimously resolved, that a large, wealthy and populous section of the State of North Carolina, demanded the speedy construction of a Rail Way from the Cape Fear River at the Town of Fayetteville, to some point on the Yadkin River above the Narrows, thence by two branches, the one to connect with the Louisa, Cincinnati and Charleston Rail Road at the most eligible point, the other in the direction of the town of Wilkesborough, in the County of Wilkes. A resolution was also with equal unanimity passed, expressing the opinion that the State of North Carolina should aid in the construction of works of the kind, by the adoption of the 2 1/2 mile principle. A delegation was appointed to attend during the session of the Legislature at Raleigh, in aid of these objects, and also to obtain amendments to a charter then in existence, to carry out the views of the Convention. A charter had been granted by the Legislature, giving to certain persons the privilege of constructing a Road through the same section of country, and this Company had made a beginning, and it was deemed most advisable to procure their assent to amend that charter in such manner as would enhance the resolutions and views of the Convention. It was believed also, that the Yadkin River at a point above the Narrows was easily made navigable, and indeed, that for a considerable distance, penetrating a rich and fertile country, it was now navigable. It was therefore, highly desirable to obtain an amendment to the charter, embracing the privilege, if advisable, of navigating the River—As one of that Committee, I visited the Legislature, the amendments deemed important and advisable were presented and the charter of the Company was made to meet the wishes of all, as favorably, I believe, as the friends of this noble work could desire, in all its provisions.

The Legislature passed an act, extending on liberal conditions aid to the construction of a Road from the Cape Fear River to the Yadkin, and one other in the State, from the town of Wilmington to the Roanoke River, which I am happy to inform this meeting is on the way to its completion, and which, doubtless will increase the most sanguine expectations of those connected in its construction. It will be remembered also, Mr. Chairman, that the Convention referred to, Major McNeil was present, a native of North Carolina, standing deservedly high as an Engineer, having entire faith in the practicability of the Work, about which he was then deliberating, deeply impressed with its importance, and desirous to do all he could in aid of its completion. He had visited the State at the urgent solicitation of some of his friends, who hope and believe, that when he shall express by his report, a favorable opinion of this great Work, and it is known, as it is the fact, that the whole Work under his direction and care, no doubt would longer remain, but subscriptions, will be freely made. I will state also, Mr. Chairman, that such much interest in the Town of Fayetteville in this Road, and so important to the citizens of that place, that they are having their fellow citizens of the West would ultimately follow forward with liberal and generous support, they raised funds before the amendments of the charter were afterwards to be taken as payments of stock, if the Company should get into operation, and had Engineers, under the direction of Major McNeil, placed on the route, as indicated by the Convention, to which we have before referred.

Two parties of Engineers have been since the first of January, engaged in the survey, and so far as I have had an opportunity of judging, are faithfully and zealously discharging their duties. After the Legislature adjourned, it was known and believed that no unreasonable delay would be permitted. This Road, connecting two sections of the State of North Carolina, vitally important to each other, and to the advantages of which, the representatives of the people of the State had given their assent, by an appropriation to aid in its completion, was to be constructed only by the united and vigorous operation of the West and the Cape Fear: Steps were taken, Commissioners, selected in all the Counties supposed to be interested, and Books were to be opened under their direction.

the part of the State, provided that if 5000 of the estimated cost of the construction of the main stem of this road made by the Engineers the State would pledge herself to pay, then 2 1/2 miles, and that whenever 25 per centum of the subscription made by individuals should be paid, then the State would pay the same amount on her subscription. One year was allowed to obtain the subscription of 2 1/2 miles, and two years for the twenty five per centum by individuals to the Yadkin above the Narrows. It has been supposed that this Road would be built for one million of dollars, and that a subscription of 500,000 by individuals will be necessary to secure the State subscription; this estimate may be too small, it is hoped, however, if the cost should be more than a million, the amount can be obtained.

Thus, then, Mr. Chairman, being the situation of affairs, the books of subscription were opened in the Town of Fayetteville, and Committees were appointed in the different sections of the county of Cumberland, for the same purpose; we felt as if the citizens of Fayetteville would be to exhibit a proper zeal in this work, the subscriptions were going on, all believing that 200,000, if not more, could be raised in the town and county; we felt strong, and confident of success: we felt that the Western part of the State were united as one man, with their rich and inexhaustible resources, we knew the State had generously offered her aid, what could we be wanting? When the intelligence of a conditional subscription in this county and Town, of which, I am deeply concerned in the Road, reached us, it changed the aspect of things, and excited gloom, when all had been bright. This conditional subscription appeared to us fatal to the scheme, for if one county in the West set out in this way, why might not every county do the same? The Road would require the individual exertions of all the counties interested, division of feeling and action would run in failure and non-success. Whatever had been heretofore said about this Road, whatever might be the facts and merits, I have no doubt, that the merits and resources of the Counties in Western Carolina, if they could be drawn out, were ample for the construction of this work, independent of the State; there had never been a period when I had been at all sanguine of the success of this great and to the State regenerating work, until on the passage of the act by the Assembly. When in this place in October, one of a Convention of delegates, having members from the West, of the highest respectability and of extensive means and experience, generously passing resolutions expressing the necessity and utility of a work of the kind, I hoped and believed that we all, the West and the Cape Fear would do promptly our duty, and the work would proceed speedily. This hope I still indulge, but certain it is that conditional subscriptions will embarrass the matter and excise a fatal influence.

The people of the Town of Fayetteville, Mr. Chairman, were prepared to set fully with the people of the West in this work, to them, any route which would meet the views of the West would be satisfactory; they were confident, that without the aided energies of the West, they could not build the Road, but with their aid, in view of the mighty advantages and beneficial consequences, the Work would go on.

The examination and survey as has been stated was going on as rapidly as possible, the season of the year, and the more usually unpleasant weather during the Winter, had caused delay which could not be avoided. In the letter of instructions which the Chief Engineer had given to Mr. Cushman, having in charge the survey, he says to him, you are to make an examination of the country, &c., preparatory to a road from the Town of Fayetteville to the Yadkin River above the Narrows. With these instructions to me in Fayetteville had interferred—Major McNeil was at Salisbury and heard the discussion which was had there—a well-earned sense of the importance of the navigation of a main River. The charter of the Company had been amended in nearly the exact words of the Salisbury Convention, using the words above the Narrows of the Yadkin. The act of the Legislature making the subscription to the road on certain conditions, concerning a road along above the Narrows of the Yadkin; the delegation from Fayetteville to the Salisbury Convention under the expression above the Narrows of the Yadkin, to mean at such point where the River was now or could be easily made navigable—That this River was now navigable for some distance (perhaps 60 or 70 miles) above the mouth of Abbot's and that of Spring Creek as stated in your Promissory Resolutions, to your conditional subscription, &c. could be for a very trifling expense made navigable for stage boats, drawing two feet water, distance of one hundred and fifty or two hundred miles, a country excellent for nothing. If intelligent men appear to be so free in this matter, I was urged on the numbers of the Legislature, forming a vasty important feature in the scheme. And it is Mr. Chairman; reflect for a moment, a Road in laid down of 80 or 100 miles, striking the Yadkin, which is navigable for 130 miles, and you have an internal line of communication with the principal shipping port of your State, and with the markets of the whole world for 250 miles to the interior. Think of the effect Mr. Chairman, the mountains & the ocean brought so near—the people of Western Carolina, looked up as they have been for times past, having access to the markets of the world.

Can any man doubt the advantages and the profits of this work? All must deeply feel its importance, and how loudly it calls for all that every individual can do, to aid in its completion. With these considerations, and these facts before you, of which you were perhaps not sufficiently informed, conditional subscriptions were useless, effected no good, and were likely to prostrate the whole scheme.

Again, Mr. Chairman, if the route as proposed by your meeting possessed such advantages, it should, of course be surveyed, the object being to obtain a complete and thorough knowledge of the country; and this will be done, as well as to you, advantages would result from its completion, if to the Engineer and to the stockholders of the Company, the facts developed by its examination are as you suppose.

If all subscriptions are to be conditional, how are the examinations of the country indispensable to a correct location of the road to be carried out? It has been, I take it for granted, settled on in the mind of every man who hears me, that this road is necessary to the State. It is practically and would benefit the State. It is practically, says an Engineer who was employed by the State and reported the fact. Major McNeil then whom no one stands higher in the profession of Engineering, says so. Have we the means to carry out the survey necessary to build the road? Can any man who travels through Western Carolina, & knows any thing of her resources, doubt the fact of the ability of the people, to do the work? Can any one, if they have taken pains to examine improvements of the kind and their effects, doubt of a fair return for capital invested? It was said, if the State will aid this work, we can succeed. She has done so liberally, and asks us now, to show our zeal and enterprise.

These things being so, conditional subscriptions will not answer—they carry doubt and hesitation—they give evidence of a want of that settled, calm and determined purpose to do all we can. Instead of one individual's subscription giving confidence to another, it operates to keep off and deter.

It does not give evidence of that concentration of public opinion upon the work, which is calculated to establish confidence among ourselves and abroad.

To produce confidence in others we must not afford proof of a want of it in ourselves. How do works of this kind progress?—The necessity, practicability and profit of an improvement being settled on, other matters as to the charter, &c. being arranged, subscriptions should be made—an installment paid—examinations entered into—their results embodied under the direction of those who are supposed and must be able to perform these duties—when reports are ready, those concerned are to be called together and to them must all matters be submitted.

This is the usual and proper course, and it is exactly the course the people of Fayetteville will be expected to take—it is the course, Mr. Chairman, to which no man, who is a friend of this work, ought to can object.

The effect of conditional subscriptions in the town of Salisbury and County of Rowan, has been enacting and injurious on the Cape Fear and in the West.

Mr. Chairman you wish this road to succeed. Can any gentleman or set of gentlemen in this part of the country determine the best route for the road? and is it not too important for any trouble which may be necessary to be spared, in collecting all information, and hearing and deliberating carefully under the advice of competent Engineers on the whole subject before we proceed. It is a work of magnitude in North Carolina elsewhere it would long since have been executed and the happy change in a large portion of the State, would have been felt. Sir, if this scheme lay in South Carolina or Virginia years ago, I venture the assertion, the waters of the Cape Fear, Yadkin and Catawba would have been united—Steam boats would have been floating along the waters of these Western rivers—Cargoes of the rich and varied productions of the country moving to a market. Villages refreshing the eye and gladdening the heart every where would be seen. In North Carolina the scheme lays, divided North Carolina she has been—her best interests—her advancement in wealth and importance—the rich and varied treasures which nature has placed within her limits all hitherto unimproved, unexplored and almost unknown to her own citizens, sacrificed on the altar of discord and division. I hope for better times; Mr. Chairman, this road will work a mighty change, but not if division and differences are to be found among those, who ought to be found shoulder to shoulder in the work.

Mr. Chairman, I propose this plan: that all conditions be withdrawn. The Engineers who are now near the completion of one line of survey, will now as that is finished, be directed to examine the route which you have here indicated; when their reports are ready and the Engineers prepared, a meeting of the Company will be called at a central point in the West and to them submitted the whole matter.

To this course the people of Fayetteville would be pledged, and this ought to satisfy you. We in Fayetteville desire and must have a connection with the West. You are equally concerned. United, we can accomplish this scheme; divided we shall certainly fail.

Mr. Chairman, can any one estimate correctly the advantages which will accrue, and the consequences to follow the completion of this road, tending the mountains to the seaboard? They are vast, they are almost incalculable. I have heard many intelligent men observe, that this road will not be five years built before it will require an additional tract to carry off the productions of the country, which in every variety will be seeking a market. The benefits to be steadily increasing as the population of the country increases & the riches of mineral wealth are opened—the vast & unlimited water power is improved and the increased productions of an improved state of agriculture reward the labor of the husbandman.

What is the condition of the Western part of North Carolina now and what has it been for years? Melancholy to contemplate! The wealth, intelligence and strength of her citizens passing away daily; houses uninhabited, farms neglected, villages passing to decay, roads almost impassable, and these things in a section of country where nature has been more than bountiful, where she appears to have exerted herself to leave marks of goodness and benevolence: Under this state of things are you, Mr. Chairman, and the citizens of Western Carolina willing to continue? I hope not, I believe not; the remedy is at hand—change this melancholy, depressing picture; Nothing is wanting but zeal and unanimity; Talk less and act more. Seize the present crisis and all our fondest hopes and wishes for our native State will be more than realized.

Mr. Chairman this road must be built, it is vitally important to you and the State at large. In no other way can you retain the value of your lands. With every other State around affording facilities for the transportation of their property to market how can you remain in a country where one half or third of your property is expended in getting the remainder to a market, and where the leading necessities of life are charged with heavy expenses for their transportation? Witness the results of improvements elsewhere in this country? Painful as it may be, he will desert the home of his father, leave behind him the graves of his early friends, and seek a land where his labors and exertions will meet reward.

This is a work of magnitude, involving great responsibilities, much labor and expense. No step should be taken without anxious investigation and much deliberation. For myself, I feel the weight of the obligations resting on me in urging this scheme. I have made no statements which are not fully warranted by truth.

A letter from Augusta, by the last mail, states, that the only Cotton buyer in the market that day, was a Planter who had come to town for the purpose.—Charleston Courier, April 18.

## Auction Sales

The Subscriber will sell at PUBLIC AUCTION, on Monday evening, the 15th May next (it being Court week) at his Store House, in Salisbury, to the highest bidder, the following articles, to wit:

**DRY GOODS,**  
Hardware, Cutlery & Queens-  
ware, Hats, Shoes & Bonnets.

And many other articles generally found in Stores.—Sales to commence at candle light.—  
**TERMS CASH**

The Subscriber would say to those indebted to him to call and pay, as it is time they should do so.

W. M. MURPHY.  
Salisbury April 29, 1837—3w41

## LITCHFORD & OLIVER,

Merchant Tailors,  
Four doors South of Williams, Haywood & Co.  
Fayetteville Street, Raleigh,  
North Carolina.

**ARE NOW RECEIVING**  
A SPLENDID SUPPLY OF  
**SPRING AND SUMMER**  
**GOODS,**  
Embracing every thing in  
general use.

THESE GOODS have been selected by the junior Partner of this Concern, in person, and can be confidently recommended to their friends and customers, as the best assortment of Goods in their line, ever opened in North Carolina. Their Cloths consist of Wool Dyed, of every colour and quality, and are warranted not to fade in wearing. They deem it unnecessary to say any thing more in commendation of their Goods, but only request those, who want actual demonstration, to give them a call.

The following are a part, viz:—  
Super Blue and Black  
" Apple Olive  
" Olive Green  
" Red do  
" Dablis  
" Roman Purple, and  
" London Smoke Brown

Wool dyed  
CLOTHS

DRAPETA  
A new article for  
Summer  
COATS.

Wool Dred  
Single and double  
milled  
CASIMERES  
& Cashmere,  
For Spring  
Pantalons.

DRILLINGS  
For Pants.

Black and  
Green.

VESTINGS.

And many other things useless to mention together with a general Assortment of

Ready made Clothing, Linen &  
Cotton Shirts, Merino Shirts,  
and Drawers, Silk under  
Shirts, Tennant's ce-  
lebrated Stocks,  
Suspenders,

And, in fact, every thing found in any similar Establishment in the Union.

These Goods will be sold on accommodating terms, and made up to order in a superior style. We have in our employ first rate Northern Workmen, and will warrant every thing we manufacture, to vie with that of any Tailors, North or South of the Potomac.

LITCHFORD & OLIVER now return thanks to the public for former support, promising zealously to endeavor meriting its continuance.

All orders from a distance will meet with prompt attention.  
LITCHFORD & OLIVER  
April 29, 1837—4w41

## State of North Carolina, DAVIDSON COUNTY

Petition for sale of Land—in Equity April Term, 1837.

James Willis and others  
vs  
Maxwell Willis and others.

IN this case it appearing to the satisfaction of the Court, that the defendants Maxwell Willis, Thomas Willis, Philip Willis, Thomas Willis and wife Jane, — Patterson, and — Patterson; children of Nancy Patterson, dec'd, and Marjorie Willis, (widow) are not inhabitants of this State: It is therefore ordered, that publication be made for six weeks successively in the Watchman, a newspaper printed at Salisbury, requiring said defendants to appear at the next Term of this Court, at the Court house in Lexington, on the first Monday after the fourth Monday in September next, and plead, answer or demur to the petition, otherwise Judgment pro confesso will be entered, and the petition heard ex parte as to them.  
CHARLES MOCK, C. M. S.  
April 29—6w41—price 33

## JOB PRINTING

Of every description neatly  
Done at this Office.

## NORTH CAROLINA STATE LOTTERY FOR THE BENEFIT OF THE SALIS- BURY ACADEMY. CLASS NO 8 FOR 1837 To be drawn at Washington, North Carolina, on Saturday 13th of May, 1837.

75 No. Lottery, 11 Drawn Balls.  
STEVENSON & PINTS, Managers.

**SCHEME.**

1 Prize of 10,000 Dollars,  
1 Prize of 4,000 Dollars,  
1 Prize of 3,000 Dollars,  
1 Prize of 2,000 Dollars,  
1 Prize of 1,200 Dollars,  
20 Prizes of 1,000 Dollars,  
20 Prizes of 500 Dollars, &c.

A certificate for a package of 25 whole Tickets will cost \$60, Half \$30, Quarter \$15.

Whole Tickets \$4.  
Half Tickets \$2.  
Quarter Tickets \$1.

To be had in the greatest variety of numbers either by package or single ticket of  
WHEELER & BURNS,  
Salisbury, N. C.

## FOR SALE,

A FIRST RATE BAROUCHE, with a fine set of harness, on a credit of six or twelve months—Enquire at THIS OFFICE.

April 29—t41  
C. S. PLEASANT,  
SURGEON DENTIST,  
CAN be found at the Mansion Hotel for a short time. Those who may wish to avail themselves of his services, will please make immediate application.  
April 22, 1837—t40

## NEW FASHIONS.



Mrs. S. D. Pendleton,  
Milliner and Mantua Maker,  
INFORMS the public, that she has just received the NEW YORK & PHILADELPHIA

Spring and Summer  
FASHIONS  
FOR 1837,

and will execute work in the various branches of her business, in the most fashionable style, with fidelity and promptness.

Orders from a distance will be strictly attended to, and articles of Dress carefully packed and sent off according to direction.

Old Leghorns and Straw Bonnets bleached, cut and trimmed in the latest style.

Mrs. S. D. P. will keep constantly on hand for sale, a stock of Bonnets, Caps, &c. &c.

Mrs. P. returns her thanks to the citizens of this place and the adjoining Counties for the liberal encouragement she has received, and pledges herself to renewed exertions to please them.

SALISBURY, APRIL 15, 1837.  
The Lincoln Transcript will please above.

## \$75,000

15 Drawn Numbers in each Package.  
The most splendid Lottery ever drawn in the United States.

ALEXANDRIA LOTTERY,  
CLASS E.

To be drawn at ALEXANDRIA, D. C. on Saturday May 27, 1837.  
75 NUMBER LOTTERY—15 DRAWN BALLS.

RICHARD  
Splendid Prizes.

1 Grand Capital of 75,000 Dollars  
1 Splendid Prize of 25,000 Dollars  
1 do do 20,000 Dollars  
1 do do 10,000 Dollars  
1 do do 9,000 Dollars  
1 do do 8,000 Dollars  
1 do do 7,500 Dollars  
1 do do 7,000 Dollars  
1 do do 6,000 Dollars

\$5,000—\$4,000—\$3,000  
\$2,750—\$2,500—\$2,000  
5 of \$1,750—5 of 1,500  
50 Prizes of \$1,000  
50 do 750  
50 do 600  
50 do 500  
50 do 400

60 of \$300—60 of \$250  
60 of \$200—60 of \$150 &c.

Tickets \$20  
Halves \$10  
Quarters \$5  
Eighths \$2 50

Certificates of packages of 25 Whole Tickets \$270 25; Half Tickets \$135; 25 Quarter Tickets \$67 50; 25 Eighth Tickets \$33 75

Orders for Tickets and Shares of Certificates of Packages in the above Magnificent Scheme, will receive the most prompt attention, and an official account of the drawing sent immediately after it is over to all who order from us—Address  
D. S. GREGORY & Co,  
Managers,  
Washington City, D. C.

April 22, 1837—5w40