



# TARBOROUGH

SATURDAY, NOV. 18, 1837.

**Dreadful Casualty.**—We learn with deep regret, that Capt. *Thomas D. Gailin*, of this county, was thrown from his horse near the residence of Mr. James Bridgers's, on Saturday last, and so much injured that he died on Tuesday. He was aged about 33 years, was a kind husband, an indulgent parent, and a warm-hearted friend. He has left a wife and four small children to lament his sudden and untimely death.

**Tarboro Races.**—We learn that about a dozen fine horses have already arrived, and that the note of preparation gives assurance of excellent sport to those who delight in witnessing trials of speed on the turf. The Races will commence on Tuesday next, and the course is in fine order.

**State Elections.**—The returns from New York clearly indicate that the Whigs have succeeded in electing their ticket in the city, and that they will have a considerable majority in the Legislature. The Federalists appear to be more successful under the imposing title of Whigs, than either of the multifarious names they have hitherto assumed. Under this enticing standard they have not only succeeded in arraying all the odds and ends of every party against the Democracy, but have also seduced a goodly portion of the Democrats from the true faith; and by this means have acquired the ascendancy in several of the hitherto unquestioned Democratic States. But their triumph, as heretofore, will be of short duration. On a division of "the spoils," the cloven foot will become glaringly apparent, and the Democrats who have been beguiled by their specious pretexts, will speedily discover and renounce the error of their ways.

**The Portsmouth (Va.) Times** states that the Directors of the Portsmouth and Roanoke Rail Road have in contemplation to establish "a new line of boats in a couple of months to run daily on the Chesapeake, connecting this Road with the Baltimore and Philadelphia Rail Roads, via Port Deposit and Wilmington. The agents to whom the matter was entrusted have reported a plan for the connection which promises the following gratifying results to the traveller:—leaving Philadelphia in the morning at 6 o'clock, he will arrive at Augusta, Georgia, at 6 P. M. of the fourth day, with only one night's loss of sleep, passing through Baltimore, Norfolk and Portsmouth, Va., Halifax, Waynesboro' and Wilmington, N. C., and Charleston, S. C." Distance 773 miles, occupying 76 1/2 hours—fare \$45.

**Facts.**—We have observed in the Norfolk Beacon, an article headed "Caution to Travellers," purporting to have been written by eight individuals, who to use their own language, "have been grossly imposed upon and misled by the advertisements promising a conveyance to Charleston by the way of the Portsmouth and Roanoke Rail Road, Halifax and Wilmington, and the assurance to the same effect made at the Norfolk end of the Rail Road."

To what extent these individuals were "imposed upon and misled" before reaching Halifax, we know not; but after arriving here,

we have the best assurance that every accommodation was afforded them, calculated to make them agreeable and comfortable. After speaking of the length of time in coming from Norfolk, &c. they say "all of this however would have been quietly endured had means been provided for prosecuting their journey so as to take the steam boat at Wilmington on Tuesday morning," &c. Here they complain without a cause. It will be remembered on that night, Saturday night, an unusually large number of passengers arrived here, (43 in number) at a very late hour of the night, (11 o'clock.) There being a sufficient number here before the arrival of the Norfolk Cars to make a load for the Wilmington Stage, it started off at the regular hour of departure. Very early next morning, all the passengers that wanted to go to Wilmington in time for Tuesday's boat, were sent off in extra Stages; and more would have been carried if they had have presented themselves. But these gentlemen being unwilling to wait from 11 o'clock Saturday night until 8 o'clock Sunday morning, returned to Norfolk the next morning.—They say that there was no probability of getting to Charleston in time for Tuesday morning's boat. How did they know this? Did they wait to see their fate? No! They left Halifax the next morning before day-light for Norfolk, and after arriving there caution people against travelling upon this Road. It seems from their Card that they did not take the Norfolk Road through choice, but only as dernier alternative; and had the boat arrived from Charleston in time to have taken them on as early as they wished, they would not have "conceived it due to the public and travellers in particular" to publish a Card prejudicial to the Road, unless their minds were made up before entering it.

Those who think proper to travel upon this Route, which is the most safe and expeditious, are assured that every exertion will be made to speed them onward. So soon as a sufficient quantity of passengers to make a load present themselves, they will be sent off in an extra Stage.

We make this plain statement at the suggestion of some of our friends, acquainted with the circumstances, to prevent the public mind from being "imposed upon and misled" by statements made by those prejudiced to the Route.

**Halifax Advocate.**  
**Progress of the W. and R. R. Road and the Norfolk Card.**—We applied to the Chief Engineer of the Wilmington and R. R. R. for certain facts connected with his work a day or two ago, and his courtesy has furnished us with the following, which we now hastily embody. Fifty three miles of the road have been graded, and forty-three are in a state of forwardness; twenty-three and a half miles of rails have been laid, and thirty are in a state of forwardness. Some of the most important bridges have been completed. Among those involving the greatest difficulty, and attended with the largest outlay, is that across the Northeast branch of Cape River, ten miles from W. We rode out upon the cars to this bridge on the 1st inst., and were particularly struck with its appearance. This bridge is 360 ft. long, is made up of three spans, and rests on two stone abutments, and two stone piers built in water 36 ft. deep.

The company have two beautiful engines, (built by Stevenson,) which are daily employed in carrying materials along the line.

The shops and fixtures at this place are progressing rapidly, and we hope the day is not far distant, when the travel upon this line will yield a rich reward to the Stockholders. We cannot conclude this article, without adding, that the passengers whose card appeared in the Norfolk Beacon of the 30th ult., were told at Halifax, that a stage would arrive on Sunday in time to carry them to W. for the Tuesday's boat—those pas-

sengers who remained reached W. on Tuesday, and Charleston on Wednesday.

The card states, that instead of finding stages, as promised by advertisement, for 30 persons, not a single stage was in waiting. Now, there was one stage in readiness, and the writers of the card were told that they would be carried to Wilmington in time for the Tuesday's boat. Several of the writers of the card returned from Norfolk to Halifax, and came through on our line. The stages had just left with 44 passengers, when those among whom the writers of the card were, arrived at Halifax. Still the company were prepared to convey them all to Wilmington in time, only asking them to rest a few hours in Halifax. The writers of this card have no one to blame but themselves for the loss of their passage and their good temper.—*Wilmington Adv.*

**Wilmington and Halifax prospective Stage Line.**—We would again call the attention of our sober citizens to the propriety of memorializing Congress upon the establishment of a mail route between this place and Halifax. It would be well too for the citizens of Halifax, Tarboro', and Waynesboro', to hold meetings upon the same subject, and to bring the matter before Congress through the several representatives of those three districts. By unanimity of action, there can be no doubt but that the memorial will be favourably regarded by Congress, and until that body moves, the Post Master General is tethered.—*ib.*

**The new Steamer North Carolina.**—The new boat built by Mr. Vanderbelt, of New York, for the W. and R. R. R. Company, to ply between Wilmington and Charleston, is expected here early in next week. This boat is very properly called the NORTH CAROLINA. We do not believe that a rose would smell as sweet by any other name, or if it did, a great many would not believe so—in despite of the evidence of sense. We think, therefore, that in conferring names, in cases of this kind, care should be taken to avoid personalities, and to embrace the largest interest. No man however baseless he may be, is without personal and political foes, and feelings of animosity are readily transferred from persons to things.—*ib.*

The Secretary of War was directed at the last session of Congress, to cause a survey to be made, commencing at the south lock of the Dismal Swamp Canal, and thence through the sounds of North Carolina, continuing the examinations as far as Charleston, S. C. with the view of ascertaining the practicability of an inland steam navigation between that city and the Chesapeake. Col. Jas. Kearney, of the Topographical Engineers, who is entrusted with these surveys, made a minute examination of the several shoals in our sounds as far as Swansborough, during the last spring.

Several gentlemen of his party are now in town, prosecuting this survey, from whom we have the above particulars.—*ib.*

**Our Market.**—Corn on yesterday sold for \$1 25 per bushel. The supply is not sufficient for one day's consumption, indeed, it is not equal to 100 bushels.—*ib.*

A Duel took place in Northampton County N. C. on Monday last, between the Hon. George C. Dromgoole, one of the Virginia Delegation in Congress, and Mr. Daniel Dugger, of the same State. They fought we understand at the distance of ten paces. Mr. Dugger received the ball of his antagonist under the right arm, and though badly wounded, we are happy to learn he is likely to recover. Mr. Dromgoole, we understand escaped uninjured.

**Warrenton Reporter.**

**Federal Court.**—The Fall term of the United States Court for the District of North Carolina, com-

menced on Monday last, Judges Barbour and Potter presiding.

Yesterday came on the trial of Andrew Jackson Loftis and Calvin D. Smith, brought to our Jail last week, under a charge of robbing the Mail, by means of false keys. They were Stage Drivers between Wadesboro' and Charlotte, and Charlotte and Lincoln. About \$500 has been returned by Loftis; supposed to be less than half the amount abstracted from the Mail Bags. We learn, verbally, that the prisoners were acquitted.

**Raleigh Standard.**

We are authorised to say that the Notes of the old Bank of Newbern, will be redeemed, at Newbern only, until the second Monday in December next.

The Notes of the old State Bank will be redeemed in Raleigh only, till the 24th of the present month.—*ib.*

Logan B. Henderson, indicted for killing Marcus Hoke, was convicted of manslaughter at Rutherford Court.—*ib.*

**Independence of Mexico.**—The Spanish Journals announce that the Queen of Spain has signed a treaty of peace and friendship with Mexico. By this treaty the crown of Spain abandons all pretensions to the sovereignty of that territory.—*ib.*

**Foreign Wheat.**—Our Consul at Laguyra, J. G. A. Williamson, Esq., with a commendable public spirit, has sent to Gov. Dudley, for distribution, a box of Wheat said to be of a most excellent quality. Those desirous of testing the superiority of this grain, can procure a supply of it, on application at the Executive Office

**Raleigh Reg.**

**Flour Marauders.**—If there is any class of beings more to be abhorred than the sackers and plunderers of flour stores, it is those harpies who are prowling about the country forestalling and purchasing up large quantities of the staff of life in order to monopolize the market. The Toledo (Ohio) Gazette of the 28th ult. says:—

A gentleman arrived here a few days since from Massillon, on the Ohio Canal, who met with several of these marauders, for we consider them but little better, laying hold of every thing that came within their wake. Query; where do these gamblers obtain their money from? It is impossible that the banks which were compelled to suspend specie payments, have loaned to these monopolists their paper to distress the poor, yea, the public at large? From the price of produce here and elsewhere, we think it cannot be otherwise. We are advised flour is selling on the Ohio Canal at \$6 50 per bbl., at Cleveland \$7 50, and it is selling at this place from \$8 to \$9, other provisions in the same proportion.

**Flour.**—That most capricious and fickle of all our commodities of traffic and at the same time most necessary and indispensable aliment of life, flour, has again taken a stride up the scale of valuation and now commands fifteen dollars per barrel; such was the information communicated to us yesterday by a wholesale dealer in the article, of extensive business, and undoubted veracity, or we could not have believed it. Only think! three weeks ago it was selling at five dollars, and yet within that short time, without the happening of any remarkable causes tending to produce excitement, the prices have tripled.

**N. O. Bulletin, Oct. 30.**

**Nick Biddle and Uncle Sam.**—We learn that the Pennsylvania Bank of the United States has paid to the National Treasury the first quarterly instalment due the Government for the stock of the latter in the old Bank of the United States. Of this sum, \$1,145,150 16 was paid in the Drafts and Warrants of the Treasury itself, and the residue, \$522,459, 71, in

specie. These sums, together with a trifle over \$100,000, advanced to the Treasury long ago for the service of the Navy Department when in difficulty, make total of \$2,170,000, for Government stock costing \$1,750,000.

**Sylvester's Counterfeit Detector.**

**Most Melancholy Steamboat Accident—Three Hundred Indians drowned.**—The New Orleans slips contain the account of a most melancholy disaster which befel the steamboat Monmouth, while conveying up the river to the West about six hundred of the Creek Indians who had been removed about twelve months since from Georgia and Alabama.

The Monmouth left New Orleans on the 27th October, and while passing through Prophet Island Bend, came in contact with the Steamboat Warren, which was descending the river with the ship Trenton in tow. The collision occurred at eight o'clock at night, and the Monmouth having been struck midships, was completely broken in two, and sunk. Of the 600 Indians on board, about 300 were drowned, together with several of the hands belonging to the boat.

The Trenton was somewhat injured by the collision of the two boats, having her cut water carried away. The Warren in company with the steamboats Yazoo and John Nelson rendered every possible assistance to the Monmouth.

The mishap is ascribed chiefly to the neglect of the officers of the Monmouth. She was running in a part of the stream where, by the usages of the river and the rules of the Mississippi Navigation, she had no right to go, and where of course the descending tow did not expect to meet her.

**Norfolk Herald.**

**INDIAN WAR.**

We are indebted to a correspondent in Florida, says the Savannah Republican of the 7th inst., and on whom we can rely, for the following information in relation to the further movement of the Army in that quarter:

"Fort Heileman, November 5, 1837.—Gen. Jesup is still here, as also Gen. Eustis and Col. Twiggs. The whole of the forces are at this time in readiness to move, and I suppose will, in two or three days, though to-morrow was the appointed day; however, every person has been using their utmost to be ready. I expect, should Col. Twiggs get near enough to the enemy, he will give a large account of them. All appear anxious for the approaching conflict. I say conflict, for Sam Jones has with him six hundred Warriors, and he is raging on account of his crutches, Powell and the two Hicks, being taken, and probably will be easily led into a fight. We here suppose that Miccanopy and some few of the peace party may be easily taken, can we find out where they are. Indian trails have just been reported fourteen miles from here, and a company ordered after them immediately, though it is at this moment a quarter past twelve at night. The steamer Santee has just returned an half hour ago from Volusia, whither she went to take Major Gardiner's command. They found the old Pickets had been destroyed some time ago, and grass grown up, which shows they are not very friendly."

**Further and Interesting from Florida.**—We learn via Charleston, that on the 23d ult. 30 more Indians were taken by a body moving south, near the spot where Ocolea was caught. On the 24th, 5 more. The captives brought with them 79 negroes—a number of ponies and 50 rifles. General Hernandez is out again scouring the country.

**Petersburg Market, Nov. 14.**—Cotton—Prime at 11c. Coin—\$4.—*Int.*

**Washington Market, Nov. 14.**—Turpentine, new dip, \$2 20;—Old \$2 00.  
Tar, \$1 50.—*Whig.*

**COMMUNICATED.**

On the 1st day of Dec. next, Elder Humphrey Stallings is to preach at Spring Green m b; 2d, at Cross Roads; 3d, at Lawrence's; 4th, at Williams'; 5th, at the Falls Tar River; 6th, at Pleasant Hill; 7th, at Union; 8th, at Town Creek; 9th, at Tarboro'; 10th, at Conctoe; 11th, at Flat Swamp.

another vessel, with a number of passengers, as follows:

By the arrival of the brig Samuel Houston, Capt. Hurdley, from Velasco, we have been favoured with the "Matagorda Bulletin" of the 11th instant, which confirms the suspicions in regard to the loss of the Texan schooner Velasco, Appelman, which sailed from this port to Galveston 23d ult. the particulars of which will be found below, and confirmed by one of her passengers, arrived here in the brig.

Matagorda is perfectly healthy, and business was fast resuming its usual activity.

Schooner Velasco, from New Orleans to Galveston, blown off in a gale, is probably lost. Some bodies, pieces of timber, chairs, settees, barrels, &c. supposed to belong to her, have drifted ashore. Previous to the last storm, she was in the offing, and at the earnest persuasion of numbers of her passengers, they were landed on the peninsula, from which party they were brought to town by a boat despatched and manned by our citizens for the purpose.—Those who remained on board, have without doubt perished.

The Velasco might have made the Bay, and thereby have saved many lives and much property; but as her papers were for Galveston, neither captain nor supercargo, we are informed, could be prevailed upon to enter. Would it not be well for vessels clearing from the United States for Texas to have their papers so arranged, as that they might have their choice of ports on arrival off the coast. It frequently happens that vessels come to Matagorda to dispose of their merchandise after having visited the eastern ports. Any and every description of goods might now be sold here—at any price.

The following are the names of some of the individuals, passengers, who were so fortunate as to land from the schr. Velasco, near Matagorda, the day previous to the wreck of that ill-fated vessel: Mr. A. W. Potter, lady and servant, of Alabama; Mr. Richard Matson, and lady, of Missouri; Mr. A. F. Thurman and father, of Tennessee; Mr. A. Porter, of Tennessee; Mr. Huckerby, of Tennessee; Mr. McDonald, of Ohio; Mr. Winfree, of North Carolina; and twelve young men, mechanics, whose names cannot be ascertained—making only twenty-two out of the ninety-two passengers on board who escaped a watery grave.—*Balt. Merchant.*

**Important from Mexico.**—Private accounts via New Orleans to Oct. 8, represent the country in a most deplorable state, overrun with marauders. The conductors from Zacatecas was attacked by 150 of these miscreants, and the leader of the treasure, after having twelve men killed, fell grievously wounded. On the other hand, the assailants lost 15 of their party, but possessed themselves of \$30,000. It is said likewise that a similar encounter took place on the route between Mexico and Vera Cruz. Commerce is at its lowest ebb; the feeble government offers no security whatever to mercantile affairs. The entire province of New Mexico has separated itself from the American Republic, declared itself independent, and solicits annexation to the American Union.

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