#### PUBLISHED EVERY WEDNESDAY MORNING. A. A. BROWN, Editor.

Office on Front St., next South of the Bank of Cape Fear. The price of this paper, is three dollars per annum, payable in advance. If not paid within one month after subscribing, or after the beginning of a new subscription year, three dollars and fifty cents will be charged, and if not paid until the year expires, four dollars will be charged.

No paper will be discontinued until all arrearages are paid, unless the Editor may think proper to do so.

ADVERTISEMENTS inserted at one dollar per square of 14 lines, or less, for the first, and twenty-five cents for each succeeding insertion. 25 per cent. will be deducted from an advertising bill when it amounts to thirty dollars in any one year. Yearly standing advertisements will be inserted at \$10 per square.

All legal advertisements charged 25 pr ct. higher. Letters to the Editor, on business connected with his paper, must be post-paid.

#### GEORGE W. DAVIS.

Commission & Forwarding Merchant, LONDON'S WHARF.

Has on hand the following articles for sale on consignment.

4.500 bushels Turks Island Salt. 5 bbls, prime back country Lard, 20 " Prime Pork, 25 " Beef,

15. " Albany Ale, a good article, 50 bales New York Hay,

50 bbls. superfine Flour, 10 bales Benbow's Cotton Yarn, assorted 15 hhds. prime long leaf l'obacco,

10 boxes plug ALSO ON HAND. 75 M. ft. river sawed Boards,

" Scantling. 200 " common Shingles, " best contract, do.

15 " White Oak bbl. Staves. August 29, (31) 1842,

FEATHERS. Just received a consignment of 1000 lbs. Fea-

thers, for sale in lots to suit purchasers by GEO. W. DAVIS. London's Wharf.

WHITE PINE LUMBER. 40,000 FEET just landed; for sale by GEO. W. DAVIS, London's Wharf.

November 16. SALT AFLOAT.

5,000 BUSHELS Turks Island, per brig Delaware, just arrived and for sale by GEO. W. DAVIS. London's Wharf.

November 16.

#### 10H% Hyll COMMISSION MERCHANT

OFFICE FOOT OF MULBERRY STREET. Offers for sale:

100,000 ft. river flooring boards, an A. I article. 30,000 ft, wide boards. 80,000 contract shingles. 300,000 common do.

Oue raft of handsome shipping timber, 45 feet long, in Having the finest wharf in Wilmington, I am prepared

NAVAL STORES,

for export, and will make liberal advances on consignments to my friends at the North. Prompt attention will be paid to securing freights for vessels. I can also sup ply orders for any description of IIMBER & LUMBER. sawed, at River Mills at the shortest notice. August 17. 170-tf.

### Factorage and Commission Business.

THE subscriber intends continuing the above business in Wilmington, at his new stand, front of Col J. McRae's office on the wharf two doors below the Rock Spring, where he will be pleased to see those having business in his way. He has the following in store for sale

20 bbls. Fayetteville Flour, 10 " Mess and Prime Pork. 10 small packages no. 1 and 2 m-ckarel, 400 lbs, cotton yarn, assorted sizes, 5 bbls, best Molasses,

ALSO .- An assortment of groceries, &c. &c. J. I. BRYAN. Oct. 26, 1842.

# MOTICE.

THE subscriber hereby warns all persons not to give credit to any one, not even the woman he married, on his account, except his order. HENRY N. HOWARD. Sept. 28th, 1842.

### FAMILY PROVISIONS.

HAVE added a fresh supply of Corn, Peas, Meal, Flour, Buckwheat Flour, Bacon, (sides and good hams,) Coffee Sugar, Cabbages, Onions, Seine Twine, good Apples, by the barrel bushel or dozen. Mountain Butter, Irish Potatoes, and many other necessary articles. All of which will be sold low for the times. A. J. BATTLE. November 2. 181-tf.

Bank of Cape Fear, ? 12th October, 1842. PPLICATION will be made to the next General

Assembly of the State of North Carolina, to alter the period of the annual meetings of the Stockholders of this Bank, from the 1st Monday of January to the 1st Monday of May, as being more element and convenient. JOHN HILL, Pres't. Oct. 12. 178-tf.

## NOTICE.

HEREBY forwarn all persons from hunting or driving with gun or dogs, on my land, known as the Edens' Mill land, and the Downey land, or fishing in my Mill Pond, under the penalty of the law; or any negro slave, or free negro with dogs found on the said lands, the dogs will be shot and the negro severely punished. MILES COSTIN. October 12th, 1842.

NOTECE.

THERE will be an application made to the next en-suing General Assembly for this State, to give to the mmissioners of the Town of Wilmington and their successors in office, all the property that may hereafter escheat within the limits of the town, for the purpose of ilding a Town Hall and otherwise to improve the town. There will also be an application made to the said General Assembly to extend the limits of the town of Wil-October 5, 1842.

### Dissolution of Copartnership.

rship heretofore a the firm of HAP AWAY & PECES AM, doing business in this place, and at Newgon, R. I., was dissolved by mutual consent on 'helden of last September. The business in Wilmingson relation to the late firm, will be Hathaway.

JOHN HAT AWAY,

JOB A. PECKHAM.

181-17.

JUST RECEIVED. Per Schr. Charles E. Thorn, from New York. HHDS, St. Croix Sugar,

14 casks Cheese, 20 boxes Soap. ALSO IN STORE. 6000 yards brown Sheeting.

20 barrels canal Flour,

I cask best Sperm Oil.
For sale by JOHN HATHAWAY. Bradley's wharf. November 1, 1842.

Just Received per Brig Beho-TO HHDS. MOLASSES,

Officer.

At the old stand of Hathaway & Peckham, on Bradley, wharf, by

HHDS. MOLASSES,

Officer. wharf, by November 1st.

MOLASSES.

181-tf.

182-tf.

179-tf.

25 HHDS. prime New Orleans Molasses .just received per schr. Rowens. and for sale by JOHN HATHAWAY. Bradley's Wharf.

Nov. 8, 1842.

Oct. 18th, 1842.

172-tf.

183-if.

HARD WARE, WOODEN WARE, and a general assortment of FAMILY GROCERIES. For sale at the lowest CASH prices by CALDER & URANN.

PILOT and NAVY BREAD. BO BBLS. For sale by, CALDER & URANN.

Nov. 1, (2,) 1842. DUCK and CORDAGE

75 BOLTS Duck.
200 coils Cordage, for sale by, CALDER & URANN. Nov. 1, (2.) 1842.

TEA. SUGAR. &c.

GCHESTS Southong Tea, 10 boxes Sperm Candles, 30 bbls. Chenango Potators, 10 bbls. Loaf Sugar. For sale by, CALDER & URANN, Nov. 1, (2.) 1842.

100 KEGS NAILS, a sorted, 40 Bbls. Prime Fork, 30 " Prime and Mess Beef, 25 Firkins Butter, 10 Bbls Oil, (Sea Elephant, suitable for

Machinery. 20 Bags Rio Coffee. For sale by CALDER & URANN.

FLOUR and POTATOES.

50 bbls. Canal Flour, superior brands. 300 " l'otatoes. CALDER & URANN. For sale by Nov. 9 1842.

PAINTS and OIL. WHITE Lead, Black aint, Verdigris, and

CALDER & URANN.

CIGARS.

100 Boxes for sale by. CALDER & URANN. Nov. 1, (2.) 1842.

50 Bags Rio Coffee, 12 Boxes Sperm Candles, assorted. Just received and for sale by BARRY & BRYANT. detober 5. 177-11.

BOOTS, SHOES, AND BROGANS. 11 Cases various kinds men's and women's Shoes. Brogans, and Boots. Just received and for sale by BARRY & BRY&NT. November 16.

TOBACCO. 25 Boxes manufactured Tobacco, just received per BARRY & BRYANT.

November 16. MOLASSES.

HHDS, of he sweet, landing and BARR At BRYANT. FLOU from VIRGINIA.

600 barrels Petersburg in ex schr. Ball pore. barrels Petersburg superfine Flour, landing

ALSO- STORE Canal and Fayetteville Flour. For sale by R. W. BROWN, & Co. Nov. 16, 1842. 163-3t.

Just Arrived.

50 BBLs best brands Canal Flour.
10 half barres do, do.
30 bbls. Prime & Sas Pork.
Mountain & Goshen blue.
Window glass. Puty & Chite Lead. Window glass I utty & Window glass I utty & and 6s. R. W. BROWN, & Nevember 8th, 1842.

## On Consignment.

5 HHDS. Stone Ware, assorted, Jars, Pots, & Jugs, with covers, as a sample.

The Manufacturer will execute orders from the under igned, to suit the demand and wishes of retailers. 50 one gallon Demijohns. 10 hampers Bottles & Corks. 20 bbls. Vinegar. R. W. BROWN, & Co. November 9th, 1842\_ 182-4t.

#### NOTICE.

The subscribers having formed a copartnership for the transaction of a general Grocery, Dry Goods, Hardware, Hat, Boot and Shoe business.

in the CASH principle, flatter themselves that they shall be enabled to sell cheaper than any similar establishment, and respectfully solicit the attention of country merchants and all others who are desirous of making cheap and judicious bar-

gains to give them a call.
SHELTON & MALLORY.

SEGARS. 15000 Principe, 10,000 Havana, 20,000 Florida. Cheap for cash. SHELTON & MALLORY. November 2.

PLANTATION GOODS. 1000 pair fleavy Brogans. 500 negro Blankets. 1000 yards negro Kerseys. Linseys. annels. Calicoes. Caps and Wool I Great bargains in the above articles to be had. Caps and Wool Hats SHELFON & MALLORY.

October 26, 1842. APPLES, &c.

Greenings and Russets. Cheese and Crackers. Preserved Ginger. Dried Currents. Apply to SHELTON & MALLORY.

NAILS.

50 KEGS superior Taunton Nalls, assorted size For sale by SHELTON & MALLORY. FOR SALE.

> Prime Sugar House MOLASSES. SHELTON & MALLORY'S.

CHEAP FOR CASH.

FEW barrels fresh Mackerel, 20 Quintals Cod Fish. 20 Boxes Herring Apply to SHELTON & MALLORY.

WRAPPING PAIER. 100 REAMS, for sale by SHELTON & MALLORY.

November 16. SHELL BARKS.

20 BUSHELS prime nuts, just received by SHELTON & MALLORY. November 16. 183-tf.

Just Received per schr. Increase. BBLS. Prime Pork. 10 kegs Goshen Butter. 20 bbls. Western Flour. 10 kegs Buckwheat. 10 half bbls. do, do. 10 boxes Sperm Candles. 5 hhds. P. R. Sugar. For sale low by

SHELTON & MALLORY. November 9th, 1842. 182-tf

BBLS, Apples, (Spitzenbergs and Just received and for sale by RUSSELL & GAMMELL. November 1st.

JUNT RECEIVED PER BRIG BALTIC ON CONSIGNMENT. 16 Hlids. prime Molasses, 30 M. sawed laths, 100 Barrels Eastern Potatoes.

RUSSELL & GAMMELL. 177-If. BBLS. N. E. Rum. 20 bbls. Whiskey.
100 kegs assorted Nails. For sale by
RUSSELL & GAMMELL.

November 9th, 1842. 182-41. BAGS Shot, for sale low to close consignment RUSSELL & GAMMELL. November 1st.

25 BBLS, Canal Flour. 15 Prime Pork.

10 kegs Goshen Butter. 6 casks Cheese. 20 boxes and half boxes new Raisins. 500 lbs. Woolsey & Woolsey, Loaf Sugar. 5 half bbls, No. 1. Mackerel. Just received reale by R SSELL & GAMMELL. November 9th, 1842.

# For Sale.

100 KEGS Nuils, assorted sizes, 20 hhds. Coal, broken and screened, suitable or grates and stoves. Apply to, L. S. YORKE. November 9th, 1842.

FOR SALE. 5000 FIRE BRICK upperior quality; suitable for furnaces. Apply to

FOR SALE. 25 BBLS, fresh ground Flour, l'otatoes, for family use. 20 Kegs Pennsylvania Buckwheat. Apply to I. S. YORKE.

5000 Back stretcher Brick, a superior article; for sale by L. S. YORKE. November 2.

BBI.S. Flour. 20 bbls. Mess Pork. 20 bbls. Prime Pork. 3 hhds. Bacon sides 10 boxes Sperm Candles, 10 boxes 8 by 10 Window glass. 20 hoxes brown Soap. For sale by, L. S. YORKE. November 9th, 1842.

Hats, Caps, and Shoes.

20 cases new and fashionable Hats, 30 do ' Wool Hats, An assortment of gentlemens and boys' Cloth and Velvet CAPS, 1200 pair heavy Brogans,

400 " mens and boys'kip ditto, 500 " womens' and misses' leather and Morocco BOOTS and SHOES. Just received and for sale at very reduced pri-OWEN HOLMES. ces for cash, by Oct. 25, 1842, 180-tf.

ANNUAL MEETING OF THE STOCKHOLDERS OF THE WIL- | wherever practicable, intending to follow it up in the fall to something

MINGTON AND RALEIGH RAIL ROAD COMPANY.

In conformity with the requirement of the Act of incorporation, the stockholders of the Wilmington & Raleigh Rail Road Company convened in the town of Wilmington on Wednesday the 9th of Nov., 1842,

On motion of James T. Miller, Dr. Frederick J. Hill of the county of Brunswick was called to the chair, and James Griswold of the county of Wayne, and Henry Nutt of the town of Wilmington requested to act as secretaries.

On Motion of Edward B. Dodley, Willis Hall and James T. Miller were appointed a committee to examine proxies and ascertain the amount of stock represented, who reported that a majority of the capital stock of the Company was represented

On motion of James S. Battle, Resolved that a committee of five person be appointed by the Chair to examine and report upon the expediency of continuing the franking privilege hitherto extended to the stockholders at their annual meetings by the officers of this Company; when the following persons were appointed by the charman as said committee, viz: James S. Baule, Willis Hall, James T. Miller, John Wright and James Griswold.

On motion of Dr. Samuel A. Andrews, it was resolved, that a committee of three persons be appointed to report upon the expediency and practicability of an inland connexion between this Road and the Charleston & Hamburg Rail Road. Whereupon Dr. S. A. Andrews, Alexr. McRae and Samuel Potter were appointed as such committee. On motion of Edward B. Dudley the meeting adjourned until ten o'clock

Thursday morning, Nov. 10th. The meeting convened according to adjournment. James Griswold one of the committee appointed at the last annual meeting of this company to investigate the accounts of the different officers of the Company and for other ourposes, presented the report of said committee; which on motion of Dr. ohn Hill, was received and adopted,

The President and Directors of the Company, through their President Edward B. Dudley, submitted their annual report to the meeting.

On motion of Dr. S. A Andrews, said report was received and adopted On motion of James S. Battle, the following resolutions were adopted. Resolved, That a memorial to the General Assembly of this State, be orthwith prepared to be signed by the stockholders, soliciting the passage of a law for the relief of this Company.

Resolved, That James S. Battle of Edgecomb, John Hill of Wilmington, Willis Hall of Wayne, Wyatt Moye of Edgecomb, Samuel Vick of Nash, oseph T. Rhodes of Duplin, L. H. Whitaker of Halifax, and William A. Wright of Wilmington, be appointed a committee to draft the memorial, for the purpose set forth in the preceding resolution.

application to the General Assembly referred to in the preceding resolutions, be made by the President of the Company. ege heretofore extended by the officers of the Company to the stockholders attending the meetings of the Company, reported the following resolu-

tions, which were adopted. Resolved, That all stockholders shall be entitled to visit Wilmington free of charge at all general meetings of this Company. Resolved, That all stockholders who are original subscribers to the stock of this Company, and their distributees, as also their families, shall during

the week of the annual meetings of this Company, be entitled to travel over the whole extent of the line from Weldon to Charleston, and return free of Dr. S. A. Andrews, on the part of the committee appointed to report upon the expediency and practicability of an inland connexion between this Road and the Charleston & Hamburg Rail Road, submitted the report of

said committee, which report with the following resolutions accompanying Resolved, That the President be instructed to obtain such information as ie may deem important respecting the views of the citizens of South Carolina, who may be desirous of a connexion by means of a Rail Road, between

the Southern terminus of this Road and the city of Charleston. Resolved, That the President cause the necessary preliminary surveys for the construction of a Rail Road from the Cape Fear river to the navigable waters of the Waccamaw river to be made, provided that the costs of said survey do not exceed five hundred dollars; and that he report to an adjourned meeting of this company to be held in Wilmington on the second

Thursday in May next. The committee appointed to adopt a memorial to the General Assembly of this State, presented their report with the memorial prepared by them, which was adopted by the meeting and signed by the stockholders present.

On motion of O. G. Parsely. Resolved, That the President and Directors of this Company are hereby directed to memorialize the next Legislature to pass an Act, declaratory of the construction to be given to the Act of Assembly, authorising the State to become a stockholder in the Wilmington and R. R. R. Company, so far as regards the election of Directors of said Company, and of the number of votes to which the State is entitled; and to declare said construction to be, that the State has no vote in the election of the six Directors to be appointed by the Stockholders, and that she shall on other questions, be entitled to two votes for every three votes given by individuals. And also, on any other subject touching the interests of the Company.

The following persons were appointed by the chair to constitute the committee to audit the accounts of the Company under the resolutions passed in 1841, viz: James Griswold of Wayne, W. T. Ferrall of Halifax, and Henry Nutt of Wilmington.

On motion of John Hill. Resolved, That if any Director of this Company resident in the town of Wilmington shall absent himself from three consecutive meetings of the board of Directors; and if any Director of this Company residing beyond the limits of the town of Wilmington shall absent himself from eight successive meetings of said board, such Director so absenting himself, unless absent from sickness or absent from the State, shall forfeit all the privileges

On motion of James S. Battle. Resolved, That the annual meetings of this Company shall hereafter take

extended to the Director as such.

place on the second Thursday in November of each year. The meeting then proceeded to the election of a President and six Directors; when Edward B. Dudley was elected President, and Alexander Anderson, P. K. Dickinson, Samuel Potter, James S. Battle, A. J. DeRosset, Jr. and James T. Miller were elected Directors.

On motion of Edward B. Dudley. Resolved, That James Griswold, Henry Nutt and William A. Wright be a commune to prepare such portions of the proceedings of this meeting Add the receipts for October, for publication, as they may deem advisable.

REPORT OF THE PRESIDENT & DIRECTORS.

The President and Directors of the Wilmington & Raleigh Rail Road Co., have the nonor to make to the stockholders the following report. That at the last annual meeting, the stockholders appointed a committee to examine and report all the transactions of the Company, their debts and liabilities, to whom owing, and rate of interest, with such other information as they might deem necessary, which having just been done would seem to render it unnecessary for us to travel over the same ground, but to confine our communication to such matters as have not claimed the attention of that

The Road is generally in good order; during the past summer the rains were unusually severe in the neighborhood of Tar River, particularly, more so, than recollected by the oldest inhabitants. In two instances the Road suffered severely, but by the activity of the superintendant the travel was very slightly interrupted and the Road soon restored to good order.

The Boats are in good order, except the Vanderbilt; she is undergoing the necessary preparation to receive the new boiler prepared for her at our own shop, and the repairs necessary in her upper works, to put her in superior condition. Her hull having been recently repaired and her bottom newly coppered.

The past year has been unusually boisterous, and subjected these vessels to the severest tests, which they have nobly sustained. The shops and depots. At this place, every exertion has been necessary to keep the Boats and Locomotives in good order with the force our means enabled us to employ. Some improvements have been made and others are

necessity of exacting strict accountability and economy in every part of the establishment practicable without effecting its efficiency. In the summer a reduction of 121 per cent. was made on the operatives

The Directors were early in the year fully impressed with the absolute

required not only here but at the other Depots for economy and convenience.

the reduction in the fare, if the situation of the Company should render it necessary. In October they believed it did and an order was passed for that purpose to take effect the first of next month. A copy of that order is here-

with submitted for your approval or revision as you may think proper.

The exhibit of expenditures of the last, compared with the present year, will show that our efforts of economy have not been unavailing, and in the next year, preparations have been made and are making which will doubtless, yield a further saving of 15 to \$20,000.

As regards the prospects of the Company, it is hardly prudent to hazard conjecture. This however may be fearlessly asserted, that at present, the stockholders can indulge no fear for the continued existence of the Road and for the permanency of those public advantages which the no-ble enterprize originally promised. Even under present discouragements we have not only been enabled to keep it in perfect repair and to pay its current expenses, but to have an available balance to be applied to old debts and ar-rearages. Our receipts have fallen off, but it has been nearly met by a reduction of expenditures. And surely the general depression and public embarrassment have now reached their crisis, and better times must come to us. We want a Road across the peninsuls of Florida. A charter has been obtained and a survey made for one from the St. John's River to the Gulph. When this and the Flint & Ockmulge Rail Road (which is near its completion) are put in operation, who can doubt that the stream of travel from the valley of the Mississippi will pour itself along our line to vivify and relieve 119 ?

The compensation, too, for carrying the mail has been paltry and inadequate, while our expenses and hazards have been greatly increased by the contract. The compensation fixed by Act of Congress is \$237 per mile, and while we have been receiving but little more than half of it, the Charles ton & Petersburg Company receive the full allowance, and to increase the invidiousness of the matter many of the Northern Roads receive over \$300 per mile. We know it has been said that our pay should be less because of our Steam Boat connexion, but it is notorious that this to us is the most expensive part of our contract, and least profitable being precluded from way travel. The amount we now receive for the whole contract, it is an ascertained fact will not pay the insurance on the Boats. The contract will expire in June next, and if it cannot be renewed at a fair and adequate price it will afford us the opportunity of making such retrenehment so will be an

equivalent for its loss. Soon after the last meeting of the stockholders our attention was directed to their resolutions recommending a meeting of Delegates of the several Companies, constituting the Atlantic Line of transportation from New Orleans to New York, relative to "establishing a more uniform and lower rate of fare" with the hope of increasing the travel. A correspondence was opened, and a meeting invited at Washington City in January: at the same time, Resolved, That the publication required by law to carry into effect the Companies. Your views were brought to the notice of the meeting, but pplication to the General Assembly referred to in the preceding resolutions, be made by the President of the Company.

The committee appointed yesterday in reference to the franking privilence to Charleston at \$22 was agreed to, on the well founded expectation. the Post Master General had requested a convention of persons from the same more to Charleston at \$22 was agreed to, on the wen rounds, that the Roads South of Charleston, would also reduce in like proportion, that the Roads South of Charleston, would also reduce in like proportion, and although we have assurances it will be, has not yet been accomp

The necessity of reduction is apparent in the cheap rate of travel from New Orleans by the Mississippi and Ohio Rivers to Baltimore and Philadelphia, via. Wheeling & Pittsburg, the whole route of which is charged at \$33 to 35. The sail Packets on the Ocean also carry passengers at reduced prices. On both of these routes the fare does not exceed one half of ours. Could we then be mistaken as to the primary cause of the diminished travel on our route? It appeared not only necessary to reduce to obtain the travel from the ex-

tremes but equally so to guard the intermediate points. Charleston on the South, New York, Philadelphia and Baltimore on the North, offer first rate sail Packets on the most favorable terms, and at Philadelphia and Baltimore, via Pittsburg and Wheeling to New Orleans, the very low fare is offered, as before mentioned at \$33 to 35, all of which draws the travel from our part of the Atlantic route.—We could reasonably only expect the traveller of urgent business, or of wealth, which with the local travel of a sparsely settled country, is totally inadequate to support a Rail Road and Steam Boat transportation.

When we take into consideration also that the Steam Boats and Rail Roads can transport the larger number at, or nearly the se and certainly with equal facility with the craft on the other routes, can we hesitate, then, to urge the reduction to nearly the same price, depending on our superior speed and certainty for preference. The recent reduction we believe, has increased the number of travellers, but whether in equal ratio to the reduction in money, we are not prepared

to say. It has not continued a sufficient length of time for a fair test. It will be seen by the report of your committee that the liabilities of the Company, vary but little from the last year. That about one hundred thousand dollars are required to meet the payment of the old debts to which the creditors are justly entitled, and from their representations stand greatly in need. Many of them have been generously forbearing, but others have indulged in vexatious suits and levied executions on the hire of the negroes employed on repairs, whose attention is daily required to watch over the Road and keep it safe for the passage of the Trains. They were seized and taken away regardless of consequences, in the hope of coercing payment, when the Company had it not. Without provision is made for these debts these scenes will in all probability be acted over again.

The Directors can suggest no other way but an appeal to the Legislature, for the postponement of the payment of the Bond due next January, and the endorsement of fifty thousand more to pay these debts. Having already paid fifty thousand dollars on which the State was security, the further assistance would only place her liabilities at the same amount first granted. Such a measure or some other equally efficient is required in justice to the

creditors and for the protection of the credit of the Company. The officers and free operatives of the Company have discharged, generally, their duties ably and faithfully; and when reductions of pay have been made, it is not because their services were less valuable, but that money had appreciated, and the necessities of the Company made it absolutely necessary. These reductions have been submitted to with cheerfulness, and we have no doubt will be hereafter, when necessary.

It has been the policy of the Directors to keep the craft in good orderthe crew under good discipline, and every spar and rope braced tight and strong, to stem the adverse winds and tide which have been severely oppressing for some time all works of improvement in this country; determin ed "not to give up the ship" while it is possible to keep her affoat. The receipts of the last 11 months to the 1st October which

\$211,977 48 4229,796 09 The disbursements for the same period of 11

period the fiscal year has been directed to be closed

months. Add October, (averaged) from committees report, 16,644 78

Amount of debts of previous years paid in 1842,

25,421 93 \$172,115 50 \$172,115 50 Leave the actual expenses of the year some-

thing like the balance, It will be seen therefore if the receipts have been reduced, the expenses have been reduced in equal proportion. The balance of availing funds of the previous year over the present, appear to be, The profit of this year ending 1st November,

\$85,126 13 Which was paid away as follows. Bonds secured by the endorsement of the State, \$50,000 00 Old serin. \$27,625 99 Less paid in State Bonds. 15,000 00 Interest to October. 28,523 43

Since on Bond to Vanderbilt. 2,100 On Bond to Literary Fund. 1,550 do. State Security. Bonds given for loss of baggage in the No. Ca.

EDW'D B. DUDLEY, Pres't.

17,918 61

\$57,686 59

\$27,446 03

57,680 09