

PUBLISHED EVERY WEDNESDAY MORNING. A. L. SHAW, Editor. Wilmington Post Office, near South of the Bank of Cape Fear.

GILLESPIE & ROBESON, AGENTS FOR THE SALE OF Timber, Lumber, and all other kinds of PRODUCE.

ROBERT G. RANKIN, NOTARY PUBLIC, Wilmington, N. C.

GEORGE W. DAVIS, Commission & Forwarding Merchant, LONDON'S WHARF, WILMINGTON, N. C.

THOS. SYDFORD, Auctioneer and Commission Merchant, WILMINGTON, N. C.

ROBERT G. RANKIN, Auctioneer & Commission Merchant, WILMINGTON, N. C.

R. H. STANTON, DEALER IN Ship Stores, Family Groceries, Clothing, AND DRY GOODS.

JOHN HALL, COMMISSION MERCHANT, Second brick building on Water, & with of Mulberry street.

WILLIAM COOKE, GENERAL COMMISSION MERCHANT, Family Groceries, Ship Stores, and DOMESTICS.

THE undersigned would respectfully announce to the public that he will continue the COMMISSION BUSINESS.

NEK & JONES, Have just returned from the North with a complete assortment of GROCERIES, WINES and LIQUORS, HARDWARE, SHIP CHANDLERY, WOODEN WARE, HATS, BOOTS, SHOES, &c.

ON HAND AND FOR SALE, 20 bags Porto Rico Sugar, 20 bags Java Coffee, 20 St. Domingo do, 15 kegs Cane Sugar, 20 lbs. Lard, 20 boxes and 5 casks Cheese, 20 hbls. and 15 bbls. Flour, Genesee, Fulton Market Flour, No. 1 Maize, &c.

Administrator's Notice. At the December Term, 1843, of the Court of Pleas & Quarter Sessions for the county of New Hanover, the subscriber obtained letters of administration of the goods and chattels, rights and credits of William Harris, deceased.

Paint up—Paint up. HOUSE AND SHIP PAINTING, GILDING AND GLAZING.

SAVING Sassafras, Indian Parsnip, and Chinese's Anemone Balsam, a fresh supply just received for sale by WM. SHAW.

MRS. SARAH H. KELLY, Respectfully informs her town and country friends that she has just returned from New York with a large and fashionable assortment of Millinery and Straw Goods.

DRESS MAKING, contemplated as usual. She has a few choice PATTERNS for DRESSES; and will keep constantly on hand TRIMMINGS of all kinds for dresses, with Gimp, Silk, buttons and daisies.

CHEAP Crockery Store. WILMINGTON, N. C.

LADIES' EMPORIUM. Mrs. HAMILTON, Late of New York, begs to inform the ladies of Wilmington and the vicinity that she will open on the 15th inst. a large and handsome assortment of MILLINERY.

Notice. All persons indebted to me up to January 1st, 1844, are requested to call and settle; all who fail to do so by the 1st of February will have to settle with an officer without further notice.

Winter Goods at Cost. I WILL sell the remainder of my Winter Goods at cost. Great bargains will be given to any who want a full supply.

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J. MULLOCK'S SCHOOL. THE full term of this institution commenced on Monday the 3rd of October. This school is designed for MALES only—It will be taught all the branches usually taught in schools between the Primary school and the College, careful and thorough instructions will be given in the various branches of MATHEMATICS; also lessons given in BOOK KEEPING, either by single or double entry. Terms as heretofore. October 10th, 1843. 231-4f.

FOR SALE. A HOUSE and LOT South of the Poor House. It is a corner lot, well situated, with a good well of water on it. The house is a very comfortable one. Terms reasonable. JOHN BUIE, Agent. Sept. 13, 1843. 226-4f.

To Rent. THE Dwelling House one door East of the Court House. THOS. H. WRIGHT. Jan. 29th, 1844. 246-4f.

Garden & Flower Seeds. THE GROWTH OF 1843. A CONSTANT supply will be kept during the season, by WM. SHAW, at his Drug Store, where catalogues can be seen. January 3, 1844. 242-4f.

ON HAND AND FOR SALE LOW. MAHOGANY Bedsteads, Mahogany Chairs, 1 Bedstead, 1 Waterbed, a fine one, 1 Sofa, 2 Safety Chests. Jan. 17, 1844. 242-4f.

Wines & Segars. 10 CASKS Malaga and Moscat, 5 do. Port and Madeira, 10,000 superior Principe Segars, 50 M. American do. For sale by SHELTON & MALLORY. February 6th, 1844. 247-4f.

TAKE NOTICE. ALL persons indebted to me up to January 1st, 1844, are requested to call and settle; all who fail to do so by the 1st of February will have to settle with an officer without further notice. V. R. PEIRSON.

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THE SONG OF THE SHIRT. BY THOMAS HOOD. With fingers weary and worn, With eyeballs heavy and red, A woman sat, in unconquered mood, Plying her needle and thread—

"Work—work—work! While the cock is crowing aloof! And work—work—work, Till the stars shine through the roof! It is a woe to be a slave.

"Work—work—work! My labor never flags; And what are his wages? A bed of straw, A crust of bread—and rags That shatter'd roof—and the naked floor—

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Navigation of the Neuse. The Steam Boat Enterprise now exhibiting on our own Neuse River, by that push-head citizen, C. B. Dibble, of Newbern, is a matter in which every North-Carolinian must feel an interest, and one which, we trust, will stir up our people to thinking about the expediency of improving the navigation of this stream.

"The beautiful little model-like steamer is now at Smithfield, having brought up here two large flats, and three others to points below this. Her power is so great, that she can move most beautifully against our strong current, with six large flats attached to her sides and behind. She is handsomely ornamented, outwardly, with every preparation to overcome obstacles—and within, she is a perfect little picture, and bears the same comparison to the great costly Steamers, that the little spig, well-dressed Miss does to Madam. She has a Ladies and Gentlemen's Cabin, neatly fitted up with every requisite to make the voyager comfortable; and of this she already does a good deal in the lower Counties, and from Newbern. She only draws 20 inches water, is flat on the bottom, with a movable point or prow constructed that in a moment it can be thrown up, and she presents a square front to the water—indeed, she is altogether a strange combination of huge work, and it seems to me in full perfection to her purposes—which is towing. She has visited us here, more as an experiment, and to see the condition of the River, than with a design of making her run regularly here; and I am truly gratified to find, both from Mr. Dibble, and his most cautious and prudent Captain, that they have met with no other difficulty in their passage, but what is presented by the limbs and higher-overs trees. These are both troublesome and dangerous on turning points, and they represent (and we know it to be true) that but every small amount would only be required to remove these difficulties, compared to the endless advantage to a large portion of North Carolina, that would be benefited by the continuance of such power on this river. But the question arises—Who is to do this, even this little? This enterprising individual cannot be expected to do it, it is sufficient that he, at the risk of capital, is now proving to the public how very little they have got to do, to keep his Boat always here; and which if they do not, he can easily find more congenial waters and more public spirit to attract him. But he is determined to do every thing within the compass of individual power to keep his Boat here, by which he will prove to all, what their duties are to the town common welfare. He is one of our citizens now, owning a deep interest about Newbern, and was impelled to this engagement, by what he had seen in his travels, in other parts of our country, of this character. He is indeed worthy of being aided from all quarters. His very interesting Lady, accompanied him in his trip up here, just as snug as snug at her needle work, as if seated in your best mansions on Fayetteville Street, and an elegant lady she is, as well as her accompanying sister. The great adaptation of her construction and power (having two engines, 30 horse power), to our River, strikes from her quickness; as for instance—there shall fall such a rain here or at Raleigh, as will leave no doubt of its raising the Neuse River—the merchant immediately writes by mail to Newbern, giving that information and prospects of a swell in the River, and if it be even in the midst of Summer, the Boat can be here in 3 days after the news reaches him—indeed, before the water is done rising, with his 2,000 bushels salt, 100 Hbls Sugar, or Molasses, 10 Tons of Iron, &c., &c.—and off, back again on the bosom of the swell. This is the great beauty and economy of the operation. The Charleston week stated that Mr. Dibble had "chartered" her; this was wrong; he has purchased her solely on his own account, at a cost of \$8 or \$10,000.

"He does not promise to visit us regularly, or even when he might, and would, but for the danger of the trees aforesaid. He is doing a fine business in the lower country, and could even afford to swell to Stone's Mill. If then, this River was thus improved, he would pledge himself to deliver a Hbl. Sugar or Molasses here from New York, at \$3 or \$4, and every thing else in proportion, less than a cent, or rather a cent per lb. from New York.

"Who would not encourage this? What say the Flour men gentlemen of Orange, Guilford, Wake and Franklin, and the merchants and farmers of all that region? Most surely they must feel a deep interest in it. No means within the compass of an ear ever be made to compete with that grand vehicle of Providence, water. It is not then in a spirit of rivalry or rebuke, that a Steam Boat enterprise like this is to be patronized, but rather through the prevalence of a wish that the country should have the advantages of both Rail Road and water conveyance, and under a view to that one would be promotive of the interest of the other, by creating more trade, more transportation and more travel. My belief is, and I am confirmed by that of others, that \$3000 or less would remove all the difficulties in the way now, of this Steamer running all Winter and Spring, and on all swells in the Summer and Fall seasons. More would be required after this—to sluice the river at shoals and falls, so as to use it all the year, of the practicability of which there is not a doubt. But the first outlay is what is now wanted—that would prove its utility, and show the after-necessity of the later. Now, North Carolina has an Internal Improvement Fund of quite respectable amount lying at interest, and it is not possible to get so paltry a sum as this, for a purpose that promises so much good! What a scene it would be to see the Honorables of the next Legislature move out in one hour in Omnibuses, carriages, &c. to a Steam Boat that would give them all a pleasure trip of 15 or 20 miles down—this is her speed down stream an hour—and up again in 2 hours—her speed up against the current, is 10 miles an hour, free from her tow-boats. Ah! would not this be an era in the Legislature of the old North State; would it not also be a stirring incident in the condition and prospects of your beautiful City of Oaks?

"The beautiful little model-like steamer is now at Smithfield, having brought up here two large flats, and three others to points below this. Her power is so great, that she can move most beautifully against our strong current, with six large flats attached to her sides and behind. She is handsomely ornamented, outwardly, with every preparation to overcome obstacles—and within, she is a perfect little picture, and bears the same comparison to the great costly Steamers, that the little spig, well-dressed Miss does to Madam. She has a Ladies and Gentlemen's Cabin, neatly fitted up with every requisite to make the voyager comfortable; and of this she already does a good deal in the lower Counties, and from Newbern. She only draws 20 inches water, is flat on the bottom, with a movable point or prow constructed that in a moment it can be thrown up, and she presents a square front to the water—indeed, she is altogether a strange combination of huge work, and it seems to me in full perfection to her purposes—which is towing. She has visited us here, more as an experiment, and to see the condition of the River, than with a design of making her run regularly here; and I am truly gratified to find, both from Mr. Dibble, and his most cautious and prudent Captain, that they have met with no other difficulty in their passage, but what is presented by the limbs and higher-overs trees. These are both troublesome and dangerous on turning points, and they represent (and we know it to be true) that but every small amount would only be required to remove these difficulties, compared to the endless advantage to a large portion of North Carolina, that would be benefited by the continuance of such power on this river. But the question arises—Who is to do this, even this little? This enterprising individual cannot be expected to do it, it is sufficient that he, at the risk of capital, is now proving to the public how very little they have got to do, to keep his Boat always here; and which if they do not, he can easily find more congenial waters and more public spirit to attract him. But he is determined to do every thing within the compass of individual power to keep his Boat here, by which he will prove to all, what their duties are to the town common welfare. He is one of our citizens now, owning a deep interest about Newbern, and was impelled to this engagement, by what he had seen in his travels, in other parts of our country, of this character. He is indeed worthy of being aided from all quarters. His very interesting Lady, accompanied him in his trip up here, just as snug as snug at her needle work, as if seated in your best mansions on Fayetteville Street, and an elegant lady she is, as well as her accompanying sister. The great adaptation of her construction and power (having two engines, 30 horse power), to our River, strikes from her quickness; as for instance—there shall fall such a rain here or at Raleigh, as will leave no doubt of its raising the Neuse River—the merchant immediately writes by mail to Newbern, giving that information and prospects of a swell in the River, and if it be even in the midst of Summer, the Boat can be here in 3 days after the news reaches him—indeed, before the water is done rising, with his 2,000 bushels salt, 100 Hbls Sugar, or Molasses, 10 Tons of Iron, &c., &c.—and off, back again on the bosom of the swell. This is the great beauty and economy of the operation. The Charleston week stated that Mr. Dibble had "chartered" her; this was wrong; he has purchased her solely on his own account, at a cost of \$8 or \$10,000.

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"He does not promise to visit us regularly, or even when he might, and would, but for the danger of the trees aforesaid. He is doing a fine business in the lower country, and could even afford to swell to Stone's Mill. If then, this River was thus improved, he would pledge himself to deliver a Hbl. Sugar or Molasses here from New York, at \$3 or \$4, and every thing else in proportion, less than a cent, or rather a cent per lb. from New York.

"Who would not encourage this? What say the Flour men gentlemen of Orange, Guilford, Wake and Franklin, and the merchants and farmers of all that region? Most surely they must feel a deep interest in it. No means within the compass of an ear ever be made to compete with that grand vehicle of Providence, water. It is not then in a spirit of rivalry or rebuke, that a Steam Boat enterprise like this is to be patronized, but rather through the prevalence of a wish that the country should have the advantages of both Rail Road and water conveyance, and under a view to that one would be promotive of the interest of the other, by creating more trade, more transportation and more travel. My belief is, and I am confirmed by that of others, that \$3000 or less would remove all the difficulties in the way now, of this Steamer running all Winter and Spring, and on all swells in the Summer and Fall seasons. More would be required after this—to sluice the river at shoals and falls, so as to use it all the year, of the practicability of which there is not a doubt. But the first outlay is what is now wanted—that would prove its utility, and show the after-necessity of the later. Now, North Carolina has an Internal Improvement Fund of quite respectable amount lying at interest, and it is not possible to get so paltry a sum as this, for a purpose that promises so much good! What a scene it would be to see the Honorables of the next Legislature move out in one hour in Omnibuses, carriages, &c. to a Steam Boat that would give them all a pleasure trip of 15 or 20 miles down—this is her speed down stream an hour—and up again in 2 hours—her speed up against the current, is 10 miles an hour, free from her tow-boats. Ah! would not this be an era in the Legislature of the old North State; would it not also be a stirring incident in the condition and prospects of your beautiful City of Oaks?

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